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# The Hongkong Telegraph.

六月三號十三月三英法書 SATURDAY, MARCH 30, 1929. 日十二月二

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### EXECUTION AGAIN DENIED.

### MARSHAL LI CHAI-SUM STILL SAFE.

### NANKING TAKE WUSUEH IN SEVERE FIGHTING.

### FENG JOINS ATTACK.

Nanking, Mar. 29. The National Government to-night issued an official denial of the reports of the execution of Marshal Li Chai-sum, the Kwangsi leader.

Yesterday it was stated "on reliable authority" that he had been shot by order of the Nanking authorities at eleven, the fact of the dissolution of the Department of the Chief of Staff being used as corroboration.—Reuter.

From Chinese sources, we learn that Marshal Li Chai-sum's removal from Tangshan probably gave rise to the further rumours of his execution. He was taken away from Tangshan by an armed guard on Thursday morning, and is now being held at the military headquarters, Nanking.

It is feared that his life may be in danger, though close observers of the political situation express the opinion that Marshal Chiang Kai-shek is unlikely to take such a drastic and far-reaching step.

Chiang at the Front.

Nanking, Mar. 29. Marshal Chiang Kai-shek left for Kukang at 9.30 this morning for the purpose of personally directing the war against Wuhan. He is to take the right wing of the Nationalist Armies, attacking Hankow through Anhui.

He is reported to have approximately 80,000 troops under his command in Anhui.

The first big victory of the war has been achieved by the Central Government forces on the north bank of the Yangtze. General Liu Shih's division clashed with an inferior force of the Wuhan armies in front of Wusueh.

Wusueh Falls.

Severe fighting took place on Thursday, and the Wuhan forces were forced to evacuate Wusueh suffering considerable losses. Wusueh is an important centre on the north bank of the Yangtze and a strategic point in the path to Hankow.—Reuter.

Chinese reports from a reliable source state that Marshal Feng Yu-hsiau has definitely thrown in his lot with Marshal Chiang Kai-shek, and is already massing troops in North Anhui and North Hupeh. It is believed that he will launch an attack on Hankow from the North.

Hankow Incident.

Naval wireless messages from the Yangtze show that large number of troops are moving down the river from Wuchang. A Chinese steamer was stopped by gunfire from Silver Island Fort, below Chinkiang, and the ship was seized on the allegation that it was carrying arms.

From Hankow, it is reported that soldiers attempted to impress the crew of one of the Butterfield and Swire steamers on Thursday. The troops were stopped however and turned off by an armed guard placed on board the B. and S. steamer from H.M.S. Bee.

Fighting is again reported in Szechuan.

It is learned authoritatively that General Pei Chung-hai is definitely at Hankow directing the Wuhan campaign.

New Government Leaders.

Nanking, Mar. 29. The new Central Executive Committee and the Central Supervisory Committee were formally installed yesterday afternoon, following which the members of the Standing Committee of the C.E.C. took place, resulting as follows:—Marshal Chiang Kai-shek, Mr. Wu Han-min, (Continued on Page 8.)

### TORIES' ELECTION PROGRAMME.

### INDICATIONS EXPECTED IN BUDGET SPEECH.

### RELIABLE FORECAST.

London, Mar. 29. It is learned that the Promoter, Mr. Baldwin, will make an announcement regarding the Ministerial "Election programme" at a gathering of Conservative Members of Parliament, prospective candidates and leaders of the Party in London next month.

The meeting will probably be held shortly after Mr. Winston Churchill's Budget statement in the House of Commons on April 15th, which incidentally will contain certain proposals which subsequently will form an important part of the Government's programme.

At the moment nothing can be stated with any certainty, but it is forecast by reliable authority that the Conservative platform will include measures for hastening recovery of trade, the extension of the application of the Safe-guarding of Industries Act, a policy of Empire Settlement, and development proposals for the benefit of agriculture.

Also included in the Government proposals, it is said, is a scheme for slim clearance on a large scale.

Considerable changes are expected in the Government, even if the Conservatives are returned to power. One of the most interesting of the rumours in circulation is that Mr. Winston Churchill will, in any event, leave the Treasury.

The issuing house will also offer to re-purchase shares from unqualified shareholders.

### THE BRITISH G.E.C. DISPUTE.

### SIR HUGO HIRST'S NEW SHARE SCHEME.

### ANOTHER STRONG AMERICAN PROTEST.

### DIFFERING VIEWPOINT.

London, Mar. 28.

In consequence of the American shareholders' protests against the new issue of British Shares of the General Electric Company leading to a dramatic postponement of the issue, Sir Hugo Hirst, the Chairman of the Company, has formulated a fresh scheme.

The details were unfolded at a special meeting of shareholders held to-day.

The main feature was an offer of the British Shares to all present shareholders, irrespective of their nationality or residence. The issue will be accompanied by renunciation letters, which may be placed in the market on the Stock Exchange if the shareholders so desire, or if, for nationality reasons, they wish to dispose of their rights.

The issuing house will also offer to re-purchase shares from unqualified shareholders.

"Super Patriot."

The scheme was cabled on Tuesday to the members of the American Committee in the course of their voyage to England, but no reply has been received.

Sir Hugo Hirst warmly defended the policy of the Board of Directors, and said he would not yield an iota of the belief that British control was essential.

He had been called a super-patriot (Sir Hugo Hirst was born in Germany) but the action of the Board he declared to be dictated by sound business principles.—Reuter.

Americans Still Protest.

Later, Mr. Thomas Chadbourne and Mr. Herbert Swope, two of the representatives of the American shareholders of the British General Electric Company, who are due to arrive in England on Saturday, March 30th, have sent a wireless message to Sir Hugo Hirst strongly protesting against the courtesy shown to the American shareholders in holding a meeting of the Company when it was well known that representatives of the American group were on their way to the conference.

They also protest at Sir Hugo Hirst's persistence in plans which they declare are bound to do a serious injustice to a large group of stockholders.

Appeal to Fair Play.

They declare that even the new scheme detailed by the chairman of the company works to deprive the American stockholders of important property rights, and violates the general conception of British fair play.

The message goes on to say that the scheme propounded and the affair as a whole is not calculated to make foreign investors in British securities feel that complete confidence which has always existed in the past.

Sir Hugo Hirst has replied:

"Sorry you persist in misunderstanding and misstating our actions. The meeting held on March 28th was purely formal. The new scheme was outlined to the shareholders present but it was not discussed and it was not approved."

Clear Issue.

Sir Hugo Hirst emphasizes in his message that a large body of British shareholders is essential to the welfare of the Company, and he adds: "If you are prepared to agree that the welfare of the Company is identical with the interests of the shareholders you represent, I am sure we can come to an amicable understanding, but if you wish the interests of the Company to be subordinated to temporary speculative operations, I am afraid we shall differ."

The total fall for the month so far is only 0.505-inch.

### WELCOME RAIN.

### BUT TOTAL FALL VERY SLIGHT.

There was welcome rain experienced in Hongkong yesterday, but the fall registered at the Royal Observatory was very slight.

From 10 a.m. on Thursday to 10 a.m. yesterday, the fall was only 0.020-inch, whilst for the 24 hours ended at 10 a.m. to-day it was 0.486-inch.

The total fall for the month so far is only 0.505-inch.

### NEW DICTATOR IN EUROPE.

### CASINO DIRECTOR RULES MONTE CARLO.

### APPEAL TO FRANCE?

Nice, Mar. 29. Yet a new Dictator has arisen in Europe, the most extraordinary of any.

The new "autocrat" is M. René Leon, the Director of the Casino at Monte Carlo, who has become the Absolute Dictator of the tiny Principality of Monaco as the result of the decision of Prince Louis of Monaco to disband the Special Commission enquiring into the dispute between the Casino and the public authorities over the management of the watering-

place.

It has been decided to call on France for assistance.

The trouble has been going on for some weeks, reaching its climax on Monday when a collision occurred between the police and a party of demonstrators who were trying to obtain an audience of the Prince. They forced an entry into the Palace, but left quietly when the Prince still refused to see them.

Later it was announced that the elections for the National and

### FOR THE BRITISH MINERS.

### Donations Still Continue Coming In.

Realizing that every \$5 subscribed in Hongkong means an addition of \$1 to the Fund, two local residents have each forwarded an five dollars on behalf of the distressed British miners and their families. One signs himself "G.G." and the other "X.Y.Z."

This brings the total so far received by the Telegraph to \$6,213.50 and 10/-. Already over £500 has been cabled Home.

Further contributions will be most welcome.

Communal Councils, which resigned as the result of the quarrel with the Casino, would be held in June. This quieted the agitation, but this was renewed when the Prince cancelled his Proclamation concerning the holding of the Elections.—Reuter.

### RADIO CORPORATION SALE.

### SUBSIDIARY COMPANY IS DISPOSED OF.

New York, Mar. 29. The Herald-Tribune states that an agreement has been signed in Paris for the sale of the Radio Corporation's subsidiary company, The Communication Company, to the International Telephone and Telegraph Company, for \$100,000,000.—Reuter's American Service.

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YAUMATE SHOOTING  
TRAGEDY.NO GROSS WANT OF CARE  
BY POLICE.

## COMPENSATION URGED.

That there had been no gross want of care on the part of Sergeant Henderson, who was found to have fired the shot which killed a little girl at Dundas Street on March 8, was the essence of the verdict of the jury who assisted Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday afternoon to investigate the circumstances of the girl's tragic death.

The jury recorded an expression of sympathy for the parents of the unfortunate child, and asked if the Police could see their way to make some compensation to the parents.

The first witness called was Detective Sub-Inspector Murphy, who corroborated the evidence given by Sergeant Henderson the previous day.

Mr. Murphy produced certified copies of the Police regulations regarding firing by officers.

The extract produced read:—  
"Police officers are instructed to fire in the following circumstances:

1. If a man draws a weapon with the obvious intention of resisting arrest or search;
2. If a man suspected of a crime of violence or of unlawful possession of arms resists arrest or search and his resistance cannot be overcome by other means;
3. If a man is suspected of having just committed a robbery and cannot otherwise be arrested."

Girl Shot by Sgt. Henderson.

That concluded the evidence, and his Worship, recorded the usual formal findings of the jury regarding the girl's name and address and the manner of her death. In recording the cause of death as described by the medical officer, the Coroner said that he would like the jury to supplement that by giving their finding as to who they considered fired the shot.

The foreman of the jury after consultation said that the jury found that the Police fired the shot which killed the girl.

The Coroner replied that he required the jury to state which Police officer fired the shot, and the foreman said that they found that Sergeant Henderson fired the shot.

The Coroner: Do you say that it was one of the shots fired in the scavenging lane?

The foreman: Yes.

The Coroner said that they now came to what he thought was the more difficult question in the matter and that question, put very briefly, was, "Was Sergeant Henderson to blame for the death of this girl?" Continuing, the Coroner said that he might give the jury some general principles of Law on the question of shooting.

## Hypothetical Case.

If, said the Coroner, A fires at B and misses B but kills C; then the first question that had to be asked was "Would it have been murder if the shot had killed B?" If the man he was aiming at" If it would have been the murder of B, then it would be held to have been the murder of C, although the shot was not aimed at him.

Now taking the same hypothesis the second question which had to be asked was whether it would have been manslaughter if A had killed B. If the answer were in the affirmative, that was to say that it would have been manslaughter, then the general rule was that A would be guilty of the death of C although he had not aimed at C.

The third point was if the killing of B amounted to justifiable homicide then A would not be guilty of murder or manslaughter. The death of C in that case would be "death by misadventure or misfortune."

There was another point which the Coroner said he wished to draw the attention of the jury to, and that was (whether or not the shooting was justifiable) if a person fired recklessly, so as to show a gross disregard and care for the safety of bystanders, and one of the bystanders was killed, then the killing would amount to manslaughter.

## Police Rules Reviewed.

They might proceed the Coroner, turn to the Police rules which the jury had before them. Referring to the first instance the Coroner said that the jury need not regard that one, as no weapon had been drawn. The fugitive made a movement from which Sergeant Henderson thought he was going to draw, but he never did draw and that question need not be considered.

The second could also be overlooked, as there was no crime of

violence alleged. The fugitive was alleged to have stolen a revolver and to have been in possession of a revolver, but no crime of violence such as a robbery or murder had been suggested by anybody. With regard to the unlawful possession of arms, that also need not be considered because the rule said "resisting arrest." The Coroner said that it was held in law that resisting arrest meant something more than simply running away. There had to be something of the nature of a struggle.

The last regulation issued for the guidance of the Police could also be disregarded, as no robbery had been suggested.

"Now gentlemen," continued the Coroner, "we come to another rule which is not mentioned in the Police regulations; to a well established rule of Law, and that rule is that a policeman is justified in firing in self-defence and you will be required, gentlemen, to consider this rule very carefully."

When the fugitive was caught (eight hours later) he had no revolver in his possession, but of course he might have thrown it away during the flight. It must be remembered that Sergeant Henderson and Sub-Inspector Murphy both said that during the chase in the scavenging lane the fugitive was seen to put his hand to his hip and both inferred from that that he was on the point of taking out a revolver—the stolen revolver it must be remembered was suspected to have been in his possession. Both Sergeant Henderson and Sub-Inspector Murphy had reason to believe that the man was armed.

## Question of Self-Defence.

The fugitive was never seen to draw a revolver, but the Coroner said he thought a man may fire in self-defence although no weapon had been pointed at him. It would be rather unreasonable if a man, before he could fire, had to wait until his opponent had pointed a revolver at his head. The Police were constantly taking big risks, and they required to be protected in some way, and the Coroner thought it would be rather hard if policemen had in every case to wait until a weapon was pointed at them before they fired.

It was for the jury to decide whether the indication of the man by putting his hand to his hip was sufficient significance to justify Sergeant Henderson firing at him.

A question which the jury had to answer was "Did Sergeant Henderson fire in self-defence?" If the answer was in the affirmative, then the jury would have to answer a further question and that was:

"Assuming that he fired in self-defence did he show reasonable care with regard to the other people in the lane or the people at the water fountain?" In fact the question would be, "Did he or did he not show gross negligence?" It had to be put stronger than reasonable care. Had he shown gross negligence or gross want of care for the safety of the other people in the street?

Assuming the jury found that Sergeant Henderson was justified in firing in self-defence, the Coroner said that a man who fired in self-defence could hardly be expected to consider where stray bullets would go. He would probably be very excited and would not see much except the fugitive he was pursuing, the man who might be called his opponent.

Now Sergeant Henderson said that he did not notice the people at the fountain as he came down the scavenging lane. Sub-Inspector Murphy also said that he did not see them. It was a narrow lane and also the fugitive was in front of the Police. They did not even see people when they went past. This of course was because when the Police went past the people had run away and the only person there was the little girl on the ground. One witness had stated that she was lying near the fountain on the opposite side of the buckets to that on which the Police passed.

Sub-Inspector Murphy had stated that Sergeant Henderson did not fire recklessly; he fired carefully. However that was a question which the jury had to decide.

## The Verdict.

The jury retired, and in reply to the question as to whether Sergeant Henderson had fired in self-defence answered "Yes."

The answer to the question as to whether he had shown gross negligence and gross want of care for the safety of the general public, was "No."

The Coroner accordingly recorded a verdict of "death by misadventure."

The foreman of the jury recorded an expression of sympathy towards the parents of the unfortunate girl, and asked if the Police could see their way to make some compensation to them.

The Coroner (to Mr. Murphy): Perhaps you can see what can be done? Do you think something can be done?

Mr. Murphy: Yes, I shall certainly bring the jury's wishes to the notice of the authorities.

## EASTER SUNDAY

March 31st, 1929.

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(Informal)

by

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of the

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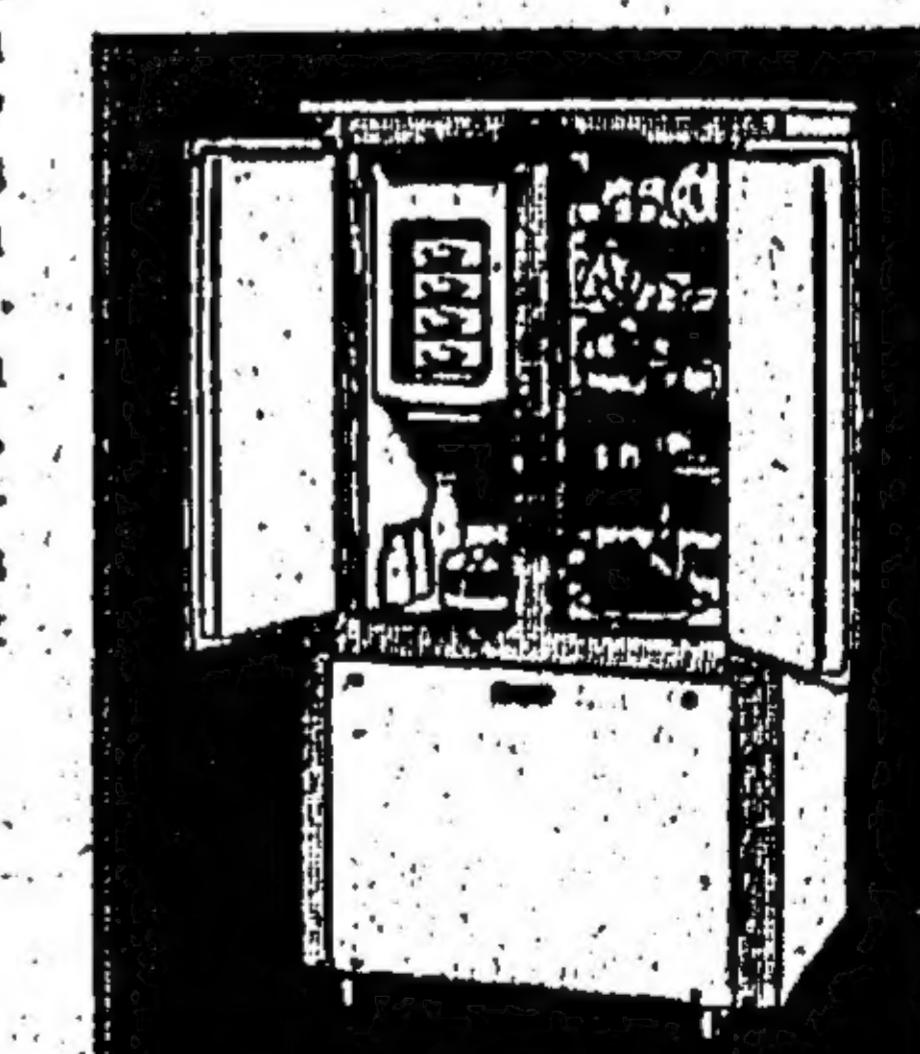
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Three Adventurous Europeans, World Wide Experience, seeking employment, will undertake any commission. Speak several languages. Reply Box 497 care of "Hongkong Telegraph."

### MISCELLANEOUS.

PICTURE EXHIBITION at Komor and Komor. Water colours, Pastels and Oil paintings by the foremost artists will open Tuesday the 3rd April, for ten days only.

CLOSING SALE at Fook Weng & Co., China Building, Hongkong, for Canton Shawls, Swatow Linen, Silk and every description of Oriental Art Objects.

### TO LET OR FOR SALE.

TO LET OR FOR SALE.—At Fanning (In Lok Village), Furnished or Unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply KWONG SANG HONG, Ltd., 250, Des Voeux Road Central.

### PREMISES TO LET.

TO LET.—No. 3 King's Park Buildings, Austin Road, Kowloon, 4 roomed FLAT with modern conveniences. Apply The Union Trading Co., Ltd., York Building.

### PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed and Six-Roomed APARTMENTS, with all Modern Conveniences, Drying Rooms and Out-houses, Two lift. Apply to— CREDIT FONCIER, DEXTREME-ORIENT.

### TO-MORROW & MONDAY

**11:30**  
DANE and ARTHUR to DETECTIVES

AT THE QUEEN'S

EDINBURGH Close to Bruntfield Links, in residential part of town, LEAMINGTON PRIVATE HOTEL Leamington Terrace Ideal holiday residence, large rooms, every modern convenience. En-Pension from £3.3. Bed and Breakfast 8/6. Write Mrs. Danster. Cable: "Liskool."

## New Advertisements

### NOTICE.

Customers are requested to send their

ORDERS FOR POULTRY to our Butchery Department on and after

1st APRIL.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

### NOTICE.

The Annual General Meeting of the Hong Kong Women's Guild and Ministering Children's League will be held at the Helena May Institute on Thursday, April 4th, at 10.30 a.m.

A. S. WATSON & CO., LIMITED.

### NOTICE.

On Friday, the 29th March, and Easter Monday, the 1st April, all Departments will be CLOSED.

On these days,

The Hongkong Dispensary, Dispensing Department, will be opened for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

On Saturday, the 30th March, all Departments will be open as usual.

Hongkong, 27th March, 1929.

### HONGKONG JOCKEY CLUB.

The second Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 30th March, and on Monday, 1st April, 1929, commencing at 2 p.m. on both days. The first bell will be rung at 1.30 p.m.

The charge for admission to the Public Enclosure will be \$1 per day for all persons including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstrand & Davis, at \$5 each per day up to Thursday, 28th March, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2 per day.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, etc., will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

### G. R.

Particulars and Conditions of the Sale by Public Auction to be held on Tuesday, the 2nd day of April, 1929, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of Hongkong, for a term of 76 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 76 years.

PARTICULARS OF THE LOT.

No. of Lot.	Registry No.	Locality	Boundary Measurements			Annual Rent.	Upset Price.
			N.	S.	E. W.	feet	feet
			As per sale plan.	As per sale plan.	As per sale plan.		

### BANK HOLIDAYS.

In accordance with ordinance No. 5 of 1912, The Exchange Banks will be closed for the transaction of public business on Friday, Saturday and Monday, the 29th, 30th March and 1st April, (Easter Holidays).

## THE CHINA LIGHT & POWER COMPANY (1918), LTD.

### Lammert's Auctions

#### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 2nd April, 1929,

at 12 o'clock (noon),

at their Sales Room,

Duddell Street.

One Ingersoll-Rand 7" x 6", Type 20, Portable Air Compressor, Gasoline Engine Driver, mounted on wooden skids complete. Hoses Power 26, Air Pressure 100 lbs. per square inch gauge, Capacity 100 c. ft. per minute (for operating pneumatic rock drills, revetting hammers, etc., etc.)

now stored at The Hongkong Engineering and Construction Company's Yard, Chatham Road, Kowloon.

For further particulars and inspection orders, apply to the

Undersigned.

TERMS.—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

#### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY,

the 3rd April, 1929,

commencing at 10.30 a.m.

at the Standard Oil Company's Installation, Lai-chikok.

A Large Quantity of Surplus Stores.

comprising:

Anchor, Brass Bushing, Burner (complete Fuel Oil Burning outfit) Leather Belting, Watchman Clocks, Westinghouse Dynamos, Engines, Faucets, Hydrant, S. G. Reviving Hammers, Wire Wound Hose, R. H. Laco, Motor, Pipe Threading Machine, Rotary Pumps, Screw Drivers, Screws, Hand Taps, Tacs, Spar, Varnish, Valves, Delco Lighting Plant, etc.

etc.

and

A Quantity of Furniture.

Decks, Dressing Tables, Side-boards, Washing Tables, Wardrobes, Door Mats, Mattings, Electric Ceiling and Table Fans, Tables, etc., etc.

On View from Tuesday, the 2nd April, 1929.

TERMS.—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on FRIDAY,

the 5th April, 1929,

commencing at 11 a.m. at No. 8, Almat Villas, Kowloon.

A Quantity of Valuable Household Furniture.

comprising:

Tenk Hatstand, Chesterfield Couch and Chairs, Large Arm-chairs, Blackwood Folding Screen, Blackwood Table, Blackwood Tea-pots, Blackwood Curly Cabinet, Curtains, Electrolors, Oil Paintings, Water Colours, Ornaments, Carpets, Ceiling Fans, etc., etc.

Teak Dining Table, Dining Chairs, Teak Sideboard with Mirror, Teak Glass Cabinet, Crockery, Glassware, etc., etc.

Teak Bedsheads, Double and Single Teak Wardrobes, Teak Chest of Drawers, Teak Desks, Tables, Chairs, etc., etc.

also

One Piano by F. Rachins & Co.

One Iron Safe.

and

One Crystal Refrigerator.

On View from Thursday, the 4th April, 1929.

Catalogues will be issued.

TERMS.—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

The Undersigned have received

instructions to sell by Public Auction

on THURSDAY,

the 11th April, 1929,

at 3 p.m.

at the Auction Room of

Messrs. Lammert Bros.

No. 4, Duddell Street.

For further particulars and

Conditions of Sale

Apply to—

MESSRS. WILKINSON & GRIST,

Mortgagees' Solicitors,

or to

MESSRS. LAMMERT BROS.

The Auctioneers.

## CHINA AUCTION ROOMS

#### BY ORDER OF THE MORTGAGEES.

#### PUBLIC AUCTION.

Of the Valuable Leasehold Properties situated at Victoria, Hongkong, and known as Nos. 62A, 64, 66 and 68 Queen's Road Central and Nos. 19 and 21 Stanley Street, Victoria, Hongkong, erected on inland Lot No. 7. Area 10,910 square feet. Annual Crown Rent \$100.00.

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Public Auction

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the 18th day of April, 1929,

at 3 o'clock p.m.

by

Mr. E. V. M. de Sousa

at the China Auction Rooms,

2A, D'Aguilar Street,

Victoria, Hongkong.

For further Particulars and

Conditions of Sale.

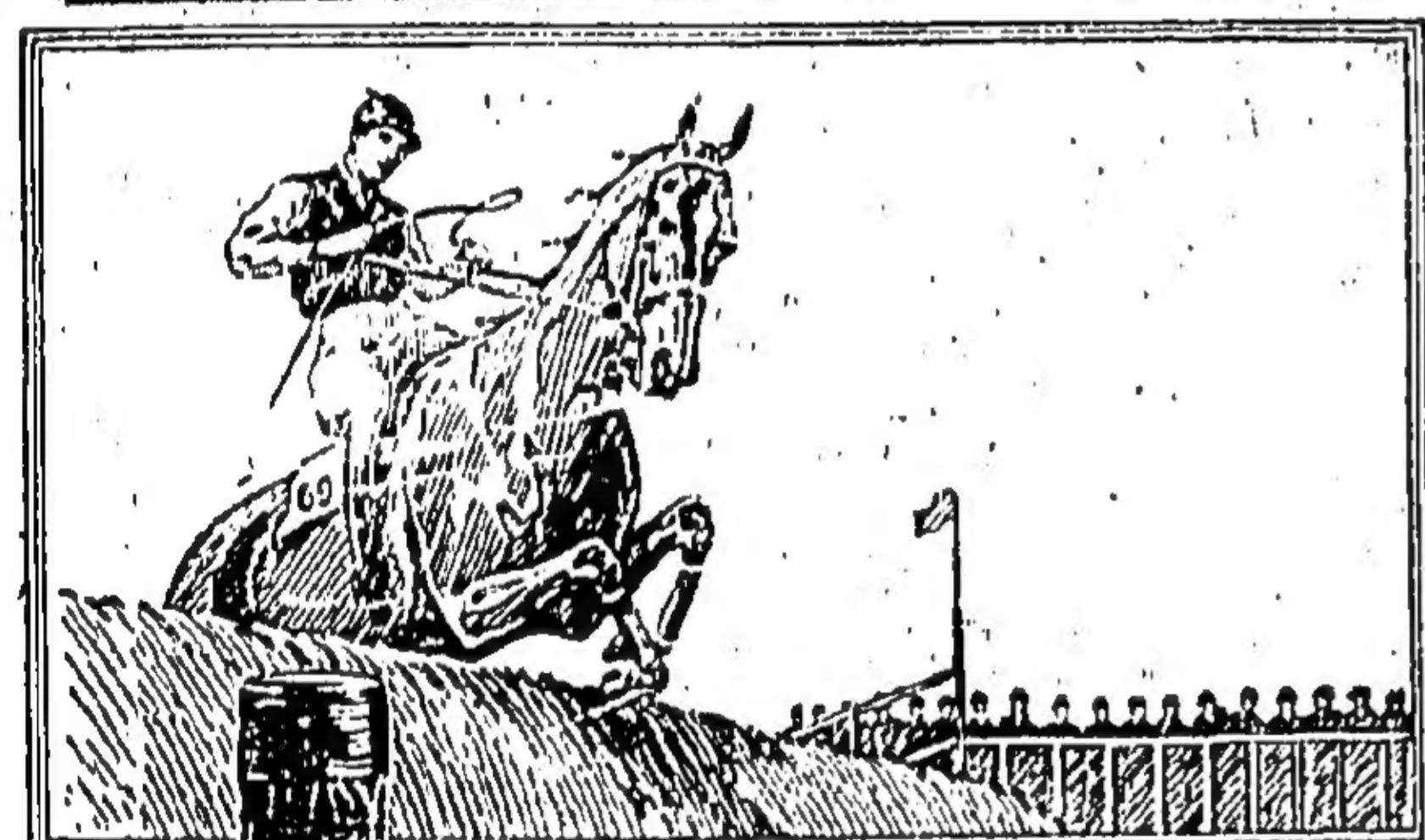
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Solicitors for the Vendors

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**AND HAVE FIRST CHOICE**

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 ART AND CURIO EXPERTS  
 St. George's Building.



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 during infancy.

and are ASSURED IN THE EVENT OF YOUR DEATH

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**CHINA UNDERWRITERS, LTD.**

COMMUNICATIONS  
 FROM JURY.

K.C. AND CHIEF JUSTICE'S  
 ACTION.

London, Feb. 18.  
 In the Court of Appeal yesterday Lord Justice Scrutton, Greer, and Sankey continued the hearing of the appeals of William Cooper Hobbs from the judgments entered by the Lord Chief Justice in the libel actions brought by him against the proprietors of the *Liverpool Evening Express* and the *Nottingham Journal*.

The jury stopped the first case and awarded one farthing damages to Mr. Hobbs. In the second judgment was entered for the defendants, as Mr. Hobbs did not go on with the case after the refusal of the Lord Chief Justice to postpone the hearing.

Mr. Hobbs claimed that after what had happened in the first case, it would have been impossible for him to receive a fair hearing of the second.

Mr. Birkett, K.C., for the respondents, stated that he had spent a good deal of the night in research as to the legal duty of a judge (in this case the Lord Chief Justice) who received communications from the jury. There were no cases precisely like the present case. It was, he submitted, entirely within the discretion of the judge to say whether he would continue with the same jury.

Lord Justice Scrutton—Supposing that the jury sent a message to the judge asking for a direction in law, and the judge sent them a direction in law without telling the parties what he had done. That would be wrong, would it not?

Old Bailey Precedent.

Mr. Birkett—No. A case like that occurred at the Old Bailey in January. Mr. Justice Humphreys sent the jury a direction in law without telling the parties until after conviction and sentence.

Lord Justice Scrutton—I should doubt myself if he had power to give a direction in that way. Could he give part of his summing up without the counsel knowing anything about it?

What is pressing me is that the Lord Chief Justice asked Sergeant Sullivan what he proposed to do without saying that he had received a communication from the jury.

Lord Justice Greer—Once when I was on circuit I had, before plaintiff's evidence was concluded, a message from the jury saying, "Must we listen to his nonsense any longer?" I had to answer in the affirmative. (Laughter.)

Mr. Birkett said that it might have been very embarrassing to Sergeant Sullivan to know that the jury did not want to hear another word of the case. The Judge treated the matter quite rightly. Sergeant Sullivan afterwards addressed the jury.

Lord Justice Scrutton—That matter was treated in the oddest way. It was treated as if he had not that right.

"Provocative Manner."

Mr. Birkett—My friend has the kindest of hearts, but he has a very provocative manner at times. (Laughter.) He rose, and in a manner which I cannot imitate, said that he insisted on addressing the jury, and then the Lord Chief Justice said that "insist" was a strange word to use. But that was because no one had ever denied the right.

Lord Justice Scrutton—That is odd. The Judge appears to doubt whether Sergeant Sullivan has the right to address the jury. He calls upon you to assist him, and you very properly say that you think that Sergeant Sullivan has the right. It is one of the traditions of the English Bar that counsel stand up to Judges who are wrong.

Mr. Birkett—I should be sorry to weaken that tradition. (Laughter.)

Lord Justice Greer said that the most important part of the case was that there was no direction to the jury, and the jury might have mistaken the very vigorous questions put in cross-examination as if they were evidence.

Mr. Birkett submitted that even if there had been such a possibility it would have been removed by the speech of Sergeant Sullivan.

Difficult Point of Law.

Later Mr. Birkett remarked—Possibly my heat in this case is due to the fact that I never got a chance in the Court below. (Laughter.)

Lord Justice Scrutton—in the Court below you put questions which were quite as powerful as an address.

Mr. Birkett—it did not quite happen to be an address. (Laughter and applause from the rear of the Court). Somebody told me the other day that I was using language unusual to the Court of Appeals. I don't know that there is one language for one place and another for another.

Lord Justice Greer—it is re-

MR. MACDONALD AND  
 MR. CHURCHILL.

"SOUNDEST ASSET OF THE  
 LABOUR PARTY."

Mr. Ramsay MacDonald, speaking at Bolton declared that recent by-elections had produced a clear Labour majority.

"And it seems to me," he said, "that the Tories are losing their nerve owing to these things. Mr. Churchill apparently cannot yet make up his mind as to the part he is to play in the General Election."

A Voice: Outside-left. (Laughter.)

"Mr. Churchill," Mr. MacDonald proceeded, "started a few days ago as if he were ambitious to become a general scoundrel. He was not very happy because we are told that he was more attractive to us than he was to his own side. Nobody did more to produce the South Battersea by-election result than did Mr. Churchill in his closing speech on behalf of the Unionist candidate.

"I hope that at the coming election Mr. Churchill will not be taken of the Tory bill because I regard him as one of the safest, soundest assets that the Labour Party could have." (Laughter and cheers.)

Mr. MacDonald made a reference to the "docile Tory majority" which the Government had had for four years, and said, "the bleating and brawling flock" had recently revolted. (Laughter). The great Tory charge against Labour had been that they always yielded to the pressure of the back benchers, but they had just had an exhibition of the crumpling up of the Tory Government by their own back benchers.

"Hypocrite" as Epithet.

When Mr. MacDonald indicated that he would not continue to speak much longer there were loud cries of "Go on." "I hope that you will remember," he replied, "that I am on my last legs, and that my friends are seriously considering arrangements for my funeral and my successor."

The position of the Labour Party on the betting tax had always been perfectly clear. They fought it at all its stages.

"The Sporting League," he proceeded, "used to be in the pocket of the Tories, and at that time we were told what very decent citizens they were. But the Sporting League have come to support us, and Sir Thomas Inskip, a lawyer of all men, has called me a hypocrite because I am consistent. I have used language about betting and gambling and about the betting tax.

"I withdraw nothing that I have said, but Sir Thomas calls me a hypocrite. If you had a good crop of this sort of hypocrite in the House of Commons it would be all to your advantage." (Cheers.)

Mr. MacDonald contrasted Sir Thomas Inskip's attitude on the Prayer Book with his attitude towards betting, and added, "I will stand before any jury in this country if Sir Thomas will have the courage to stand opposite me, and I will ask that jury whether it is to him or to me that the epithet ought to be applied." (Cheers.)

Mr. Birkett—My friend has the kindest of hearts, but he has a very provocative manner at times. (Laughter.) He rose, and in a manner which I cannot imitate, said that he insisted on addressing the jury, and then the Lord Chief Justice said that "insist" was a strange word to use. But that was because no one had ever denied the right.

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Lord Justice Greer—it is re-

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Big Pots 60 cts each.

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Do you suffer from chronic headache? Have you found what it means to suffer from the serious drawback of a constant headache? Your mental capability is weakened, and you are hindered greatly in your social duties. You attend to your daily work with the wrinkles as of an old man, and you return home, trying to exact "A POUND of FLESH" from your homely wife, and lovable children. Can't we solve the problem for you? We do not render you a long bill for our professional attendance on you. On the contrary, we are only too anxious to help you to be cheerful, everywhere you go. We want you to be a "DON JUAN" in society, and a well-respected member in business circles. Just pay a few copper coins and you will get all the relief you require. We will help you to drive away the evil of this disease—**FOR EVER**.

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## BRITISH AIRCRAFT INDUSTRY

### STRIDES MADE IN MANUFACTURE

The Prince of Wales has consented to open the International Aero Exhibition, at Olympia, in July. This Exhibition promises to be the outstanding commercial air event of the year.

It will initiate a far more vigorous and comprehensive policy for capturing for British aviation goods, a larger proportion of the world's air markets, and for drawing the attention of foreign buyers to the special merits of our machines.

It is understood that a special effort is to be made to emphasize the superlative quality of British aircraft and aero engines, and to point out the advantages which this high quality confers. The Air Ministry is to assist in this effort by an elaborate exhibit showing the stringent inspection which every British aircraft must undergo in order to gain its airworthiness certificate.

The regulations governing the issue of this certificate prescribe load factors often higher than those demanded abroad. It is thought important that this fact should be more generally realized, because it will not only contribute to a greater confidence in British machines but will also serve as an explanation of their often high prices.

### British Patents

The special constructional system used by Boulton and Paul, Ltd., which enables metal parts to be turned out quickly yet with great accuracy; the Armstrong Whitworth steel aeroplanes, in the fuselages of which there is not a single welded point; and the Gloster metal wings which are used on large numbers of R. A. F. aircraft, will be some of the feats in design and construction on exhibition which will show to the general public the enormous strides in the use of metals in wing and fuselage construction that have been made since the last aero exhibition in 1920.

Special British inventions will be on view, among which the outstanding will probably be the Handley Page automatic slot and the recent development of it which is known as the "controlled slot" or "interceptor." The automatic wing slot, in the opinion of many experts, has done more to increase the safety of aviation than any other single invention.

Among the Service aircraft will be single-seater fighters capable of lifting more than a ton of bombs as well as their full military equipment.

### "SUPER MAN" SENT TO PRISON.

### UNION OFFICIAL'S FRAUDS ON FELLOW WORKERS.

"It is a heartless and disgusting fraud on your fellow workers" remarked Mr. Hay Halkett at Marylebone recently when he passed sentence of four months' imprisonment in the second division on Edwin Stanley Smith, aged 38, an omnibus conductor and chairman of the Busmen's Central Committee of the Transport and General Workers' Union, of King's road, Camden Town, for embezzling money belonging to the Chalk Farm Garage Loan Club.

It was stated that the defalcations amounted to £598 15s.

Detective Short said that Smith had been a conductor for ten years. He represented 6,000 or 7,000 men on the L.G.O.C. disciplinary board.

Mr. Hay Halkett said it was an extraordinary thing that working men, who were so careful in many respects, should allow themselves to be defrauded systematically by the officials of these societies. No lesson seemed to teach them.

Detective Short said that just before the share-out in 1926 Smith told the members that he had had £100 stolen, and they collected about £70 for him. Smith was regarded by his members as a sort of superman and was to have got a position on the executive of his Union at £8 a week.

Mr. Barnet, defending, said he was instructed that Smith borrowed £100 to make up the £100 of which he was robbed, but he got into arrears with his repayments and started borrowing from other people. He became hopelessly involved and then began to bet—with the usual consequences.

### Relief from Eczema

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And as with this pen, so it is with men. The market for Excellence is ever active. The world has a standing order for Distinguished Service.

If you're the timber that Success is made of, go try the pen that can speed you on your rise.

A pen with an Over-size barrel made of Non-Breakable Permanite instead of rubber, as formerly. Its point is guaranteed 25 years not—only for mechanical perfection but for wear!

See this distinguished pen at the nearest pen counter. But look for the imprint "Geo. S. Parker," so flattering imitations can't deceive you.

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## Parker Duofold

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the  
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Brand.



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every domestic article requiring  
a stained and varnished finish

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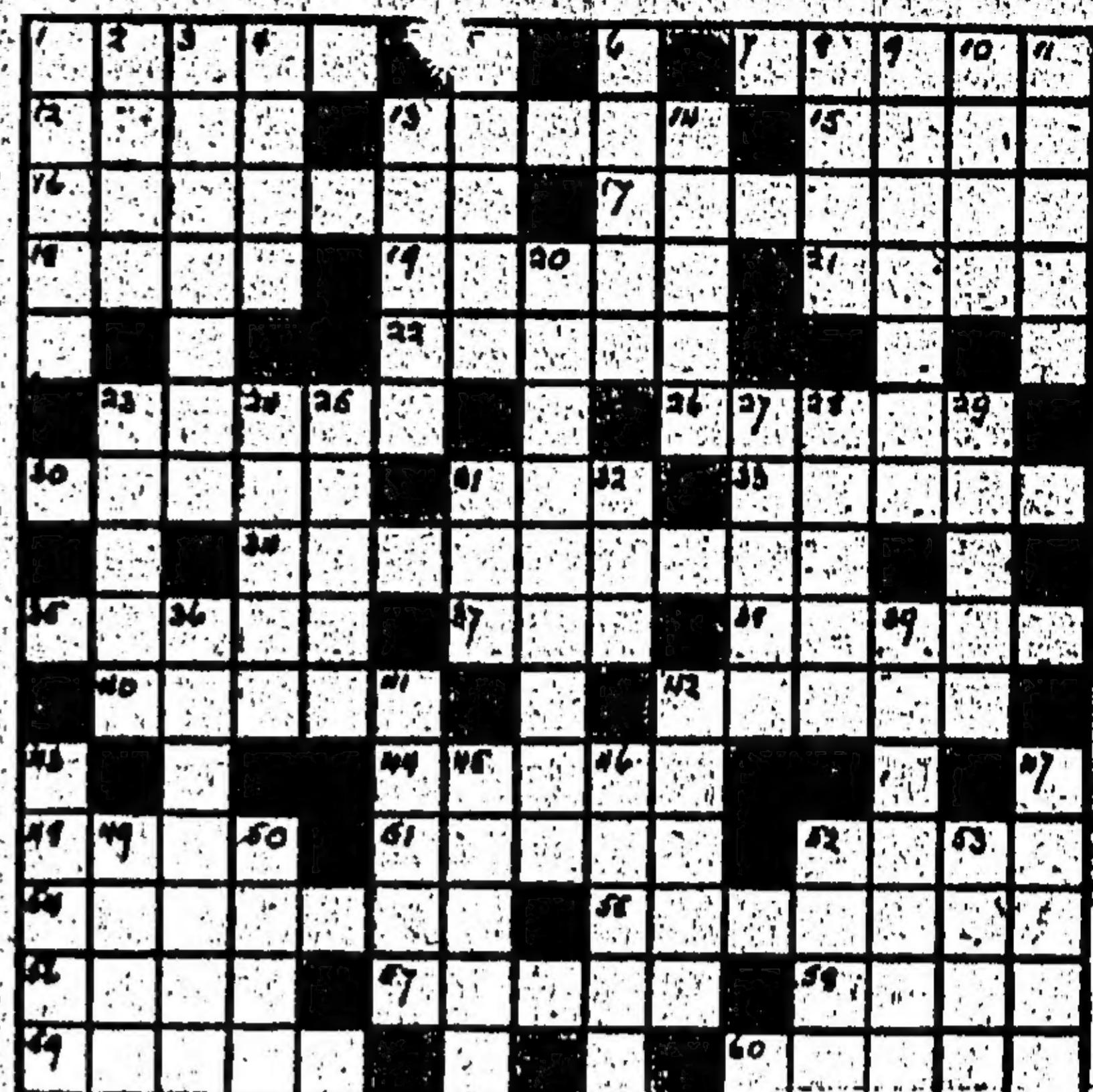
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HONGKONG

## OUR NEW BRITISH CROSSWORDS.



## Across

1 Moved in haste.  
11 Twig.  
12 Poetry.  
14 Distributes.  
20 Airman's life-saving apparatus.  
23 In front.  
24 Furnished with weapons.  
25 Swimming birds.  
27 Run after.  
28 Action characters.  
29 Tired.  
31 It is.  
32 Article of food.  
33 Kitchen.  
35 Moved.  
36 Express pleasure.  
42 Relics.  
43 Youths.  
45 Notions.  
46 Demolished.  
47 Misses.  
49 Leave out.  
50 Grasp.  
52 Measure of duration.  
53 Tear.

## Thursday's Solution.

1 Locust. 2 Saffron. 3 Conchineal. 4 Cinnamon. 5 Caraway. 6 Cinnamon. 7 Cinnamon. 8 Cinnamon. 9 Cinnamon. 10 Cinnamon. 11 Cinnamon. 12 Cinnamon. 13 Cinnamon. 14 Cinnamon. 15 Cinnamon. 16 Cinnamon. 17 Cinnamon. 18 Cinnamon. 19 Cinnamon. 20 Cinnamon. 21 Cinnamon. 22 Cinnamon. 23 Cinnamon. 24 Cinnamon. 25 Cinnamon. 26 Cinnamon. 27 Cinnamon. 28 Cinnamon. 29 Cinnamon. 30 Cinnamon. 31 Cinnamon. 32 Cinnamon. 33 Cinnamon. 34 Cinnamon. 35 Cinnamon. 36 Cinnamon. 37 Cinnamon. 38 Cinnamon. 39 Cinnamon. 40 Cinnamon. 41 Cinnamon. 42 Cinnamon. 43 Cinnamon. 44 Cinnamon. 45 Cinnamon. 46 Cinnamon. 47 Cinnamon. 48 Cinnamon. 49 Cinnamon. 50 Cinnamon. 51 Cinnamon. 52 Cinnamon. 53 Cinnamon. 54 Cinnamon. 55 Cinnamon. 56 Cinnamon. 57 Cinnamon. 58 Cinnamon. 59 Cinnamon. 60 Cinnamon. 61 Cinnamon. 62 Cinnamon. 63 Cinnamon. 64 Cinnamon. 65 Cinnamon. 66 Cinnamon. 67 Cinnamon. 68 Cinnamon. 69 Cinnamon. 70 Cinnamon. 71 Cinnamon. 72 Cinnamon. 73 Cinnamon. 74 Cinnamon. 75 Cinnamon. 76 Cinnamon. 77 Cinnamon. 78 Cinnamon. 79 Cinnamon. 80 Cinnamon. 81 Cinnamon. 82 Cinnamon. 83 Cinnamon. 84 Cinnamon. 85 Cinnamon. 86 Cinnamon. 87 Cinnamon. 88 Cinnamon. 89 Cinnamon. 90 Cinnamon. 91 Cinnamon. 92 Cinnamon. 93 Cinnamon. 94 Cinnamon. 95 Cinnamon. 96 Cinnamon. 97 Cinnamon. 98 Cinnamon. 99 Cinnamon. 100 Cinnamon.

## Down

1 Metal hook.  
2 Lingering pain.  
3 Introductory performance.  
4 Fuel.  
5 Youngest son.  
6 More garrulous.  
7 Difference in favour.  
8 Stance of eight lines.

## "DON'T MARRY."

## BEAUTIFUL SCENERY IN ROMANTIC FILM.

Beautiful out-door scenery is a notable feature of a splendid romantic comedy, "Don't Marry," which will be the chief attraction on Tuesday and Wednesday next at the Queen's Theatre.

The theme of the story, which is something new to the screen, revolves around Priscilla Bowen (Lois Moran), who although a very modern young girl sets out to win an old fashioned man, Henry Willoughby (Neil Hamilton), by posing as a demure and very prudish maid.

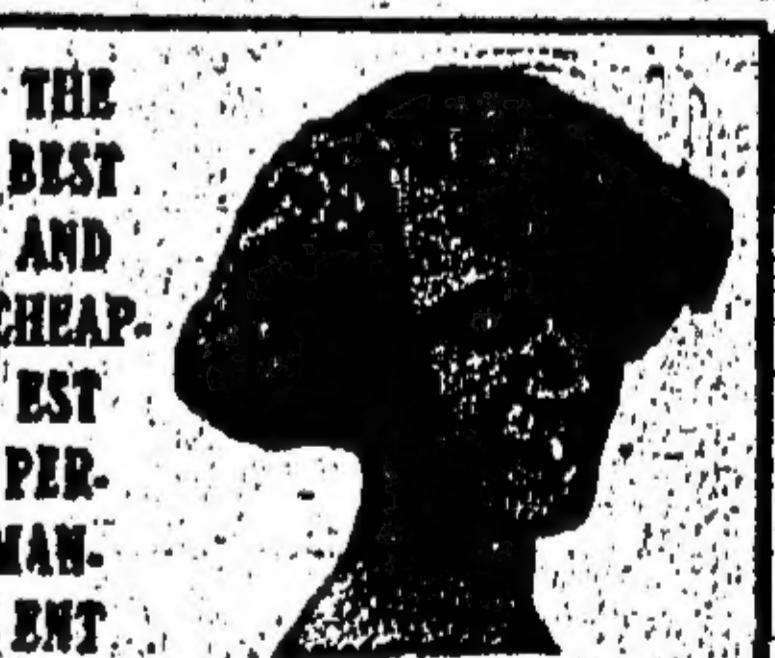
After winning Henry's heart, Priscilla has a twinge of conscience and decides she cannot marry him until he knows the truth. She poses as herself again, the cousin of the old fashioned girl, and Henry completely falls in love with the flapper.

This hilarious situation is brought to a climax that is said to be extremely amusing while the action moves swiftly from fashionable mountain resorts to smart beach clubs in a labyrinth of beautiful scenery and girls.



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Japanese Shoe Expert  
TORTOISE SHELL BOXES AND CASES A SPECIALTY,  
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ENT  
HAIR-WAVING IN THE COLONY  
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PENINSULA HOTEL

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COMING!



Samuel Goldwyn  
**Wilma Banksy**  
in the  
**Awakening**  
of Love  
with  
**LOUIS WOLFF**  
**WALTER BYRON**  
to the  
**QUEEN'S**  
Watch for Opening date.

**NEW**  
**VICTOR**  
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ALL shades of hair,  
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OF PURE SOFT SOAP."

THE COLONIAL DISPENSARY.  
19, QUEEN'S ROAD CENTRAL.  
Tel. C. 1877.

## AUTOMATIC PHONES.

HONGKONG PLANT NOW  
BEING INSTALLED.

Preparations for the transfer of the present telephone undertaking to the automatic system have already been commenced and at the present rate of progress it is hoped to have the new phones operating at the beginning of next year. Already new instruments have been substituted in several local offices, although they are not yet being used on the automatic system.

The work that is now being done was shown and lucidly explained to a Press representative, on Thursday, by an official of the Company. On the top floor of the Exchange Building one large room, consisting of practically the entire floor, will be converted into the new exchange.

In the rear part of the premises is being constructed what is known as the cable terminating frame, on which the major portion of the more delicate work will be done. On this frame all the cables will converge and form what in the present system is the exchange board. There is sufficient space on the frame for 15,000 lines, but only 8,000 lines are likely to be needed immediately. These are brought into the building by 40 cables.

## By January Next;

Fuses and other precautionary devices for the protection of the frame against lightning have to be fitted to ensure perfect safety of the entire system. Various other installations necessary for the operation of the automatic plant will continue to arrive during the coming months and it is expected that, unless anything untoward occurs, Hongkong will be supplied with a complete automatic system by January, 1930.

As to the exact method of the system our representative was informed that the plant would be automatic throughout. Every subscriber after "dialing" his number would immediately receive a reply from the person called without the call being intercepted in any way by "Central."

Referring to systems in some countries where the phones are called "automatic" but which are merely automatic to the Company's exchange, our informant said that these were most unsatisfactory. In these places, it was pointed out, only half of the system was automatic, while the remaining portion was worked on the old system, thus necessitating all calls going through to the central exchange board before subscribers could be connected by operators to the number required.

## To be Educated.

A very comprehensive explanation of the working of the automatic phone was given by the official, but it was pointed out that up to the present the public had not been given any instructions regarding the use of the instruments as such instructions would lead to possible confusion in the manipulation of the present system. When the new system is ready, instructions will be issued and demonstrations will be arranged by the company.

In showing our representative over the new exchange room the present system was also explained. It was seen at a glance that the work of an operator was no sinecure, the attendant having to be constantly "plugging" in and attending to calls. Each operator normally is given charge of a switch board containing 100 subscribers, and it was stated that each subscriber made an average of two calls every hour, thus giving each operator about 200 calls to attend to in that time.

There was also a certain amount of delay by subscribers making complaints to the operators, who were thus handicapped in attending to other subscribers. Complaints it was stated should always be made to the clerk in charge. It was stated that in the automatic system there would be a minimum of delay, calls requiring only a matter of one second to go through.

Grey-blue tweed with flecks of orange is used for the skirt of this practical morning ensemble, and heavy crepe de chine in the same grey-blue shade for the bodice. The latter is trimmed with narrow tweed bands.

## FRECKLES AND HIS FRIENDS



## OSSIE IS QUESTIONED

OH—A MONOPLANE,  
HUH? WELL, WHO  
GAVE YOU THIS  
MONOPLANE? YOU  
KNOW THOSE THINGS  
COST LOTS OF  
MONEY!!



WELL, THEN,  
WHERE DID YOU  
GET IT?



**WATSON'S  
Pure Carbolic Soaps**  
HIGHLY RECOMMENDED BY THE MEDICAL PROFESSION.  
Guaranteed to contain the amount of  
Pure Carbolic acid specified.

5 per cent FOR TOILET USE	Price \$1.25 per box of 3 Cakes
10 per cent FOR THE BATH	\$1.75 per box of 3 Cakes
20 per cent MEDICAL BATH SOAP	75 cts. per Cake

YOU WILL ENJOY A MOST REFRESHING AND LUXURIOUS BATH BY USING.

**WATSON'S  
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HONGKONG & SOUTH CHINA**

**The  
Hongkong Telegraph.**

SATURDAY MARCH 30, 1929.

**AN EXTRADITION ISSUE**

Points of very considerable international importance were brought forward this week when the Hongkong Full Court granted a writ of *habeas corpus* in the case of Chan Hong-chuen, whose extradition was sought by the French authorities of Indo-China for an alleged offence against the bankruptcy laws. This meant the man's discharge after he had been committed by the magistrate. We do not at the moment intend to deal with several of the submissions made on behalf of the applicant so far as the procedure following the Governor's order is concerned, although they are such as will have to be taken note of in future extradition cases. Our regret is that the points of law on the question of jurisdiction were not dealt with in the judgment, for it is eminently desirable that these should be cleared up. However, the Court did not find it necessary to go into these, finding sufficient justification on the evidence to warrant the granting of the writ.

One of the principal points raised on the applicant's behalf was that Tonkin, where the offence was alleged to have been committed, is not a French Colony or possession. Counsel for the applicant, in dealing with points arising from this submission, cited the special Extradition Treaty between Britain and the French Protectorate of Tonkin as covering the case before the Court, arguing that this territory occupies a similar status vis-a-vis the protecting State and therefore Tonkin would only be entitled to similar consideration by the conclusion of an Extradition Treaty entirely separate from that operative as between Britain and France. Alternatively, he submitted that there is no provision in the existing Anglo-French Extradition Treaty for the extradition of fugitives from Hongkong to Indo-China, and, consequently, the magistrate was not justified in committing Chan Hong-chuen. These points are worthy of every consideration, especially in view of the fact that a somewhat similar submission was upheld by Sir Francis Piggott some years ago in refusing to surrender a fugitive wanted in Manila, on the ground that the Anglo-American Extradition Treaty did not extend to the Philippine Islands.

In the case under notice, although the decision was given on a relatively minor point, the jurisdiction issue really overshadowed all others, concerning as it did the relations between this Colony and Indo-China. Situated sufficiently close to be regarded as a near neighbour, Indo-China has in the past sent us more than one knotty problem to unravel, and for the sake of a clarification of the extradition law it is well that the position be clearly defined for the guidance of the law officers of the Crown. This is all the more essential in view of the possibility that fresh cases may arise in the future. In basing its decision purely on the facts, and not on the legal points at issue, the Full Court has given no indication of its views on the more important, if somewhat embarrassing, issue. It would, however, as we suggest, be to the mutual advantage of Hongkong and Indo-China if the position were no longer left in the doubt which now surrounds it.

Japan and China.

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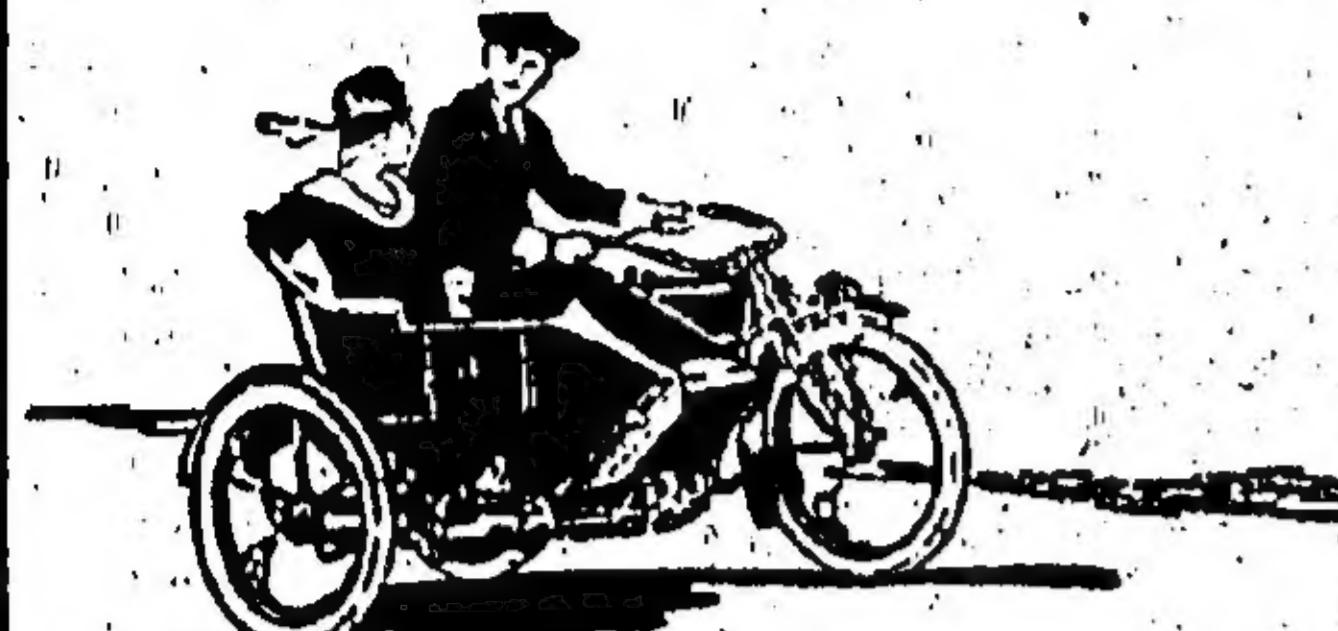
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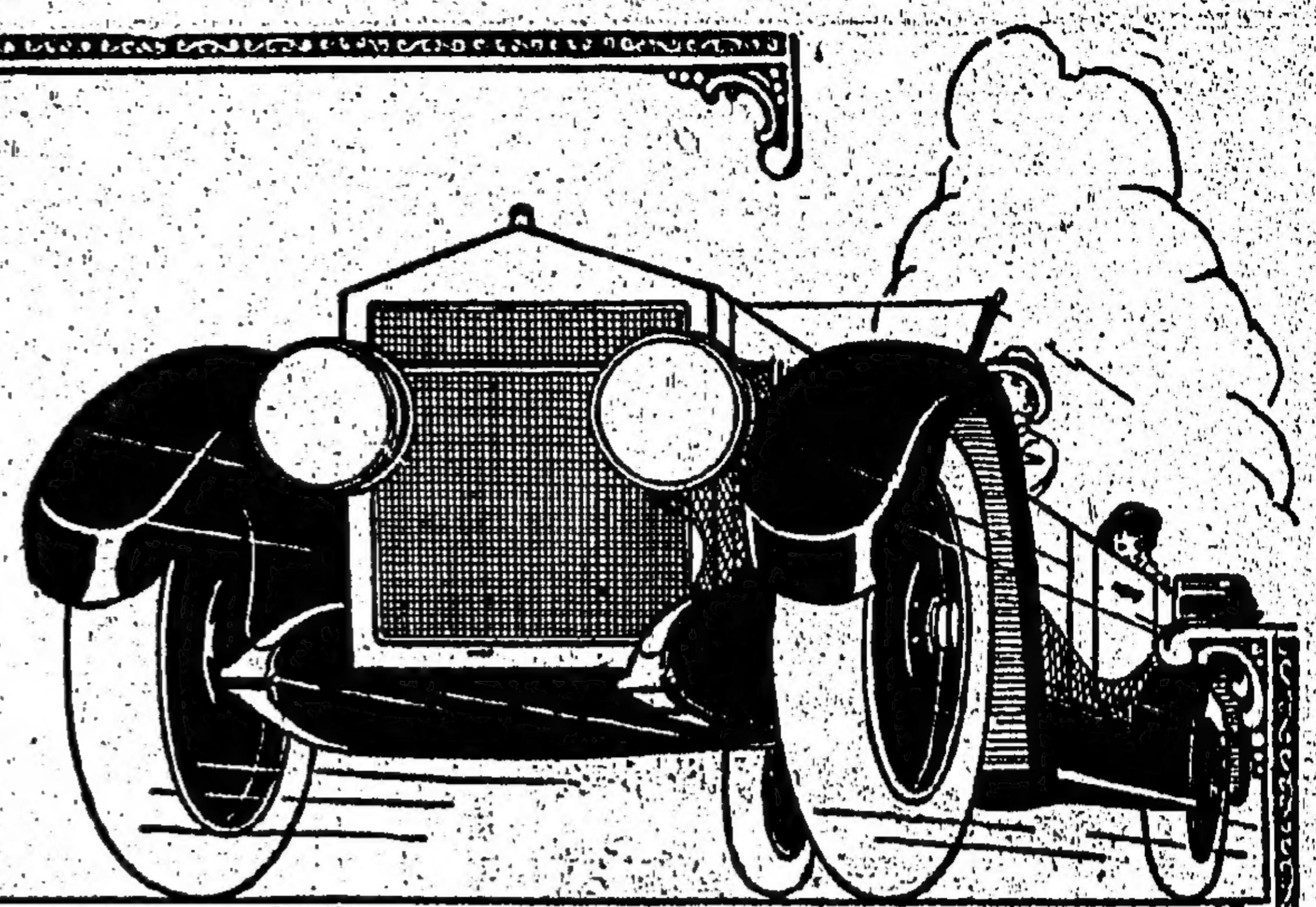
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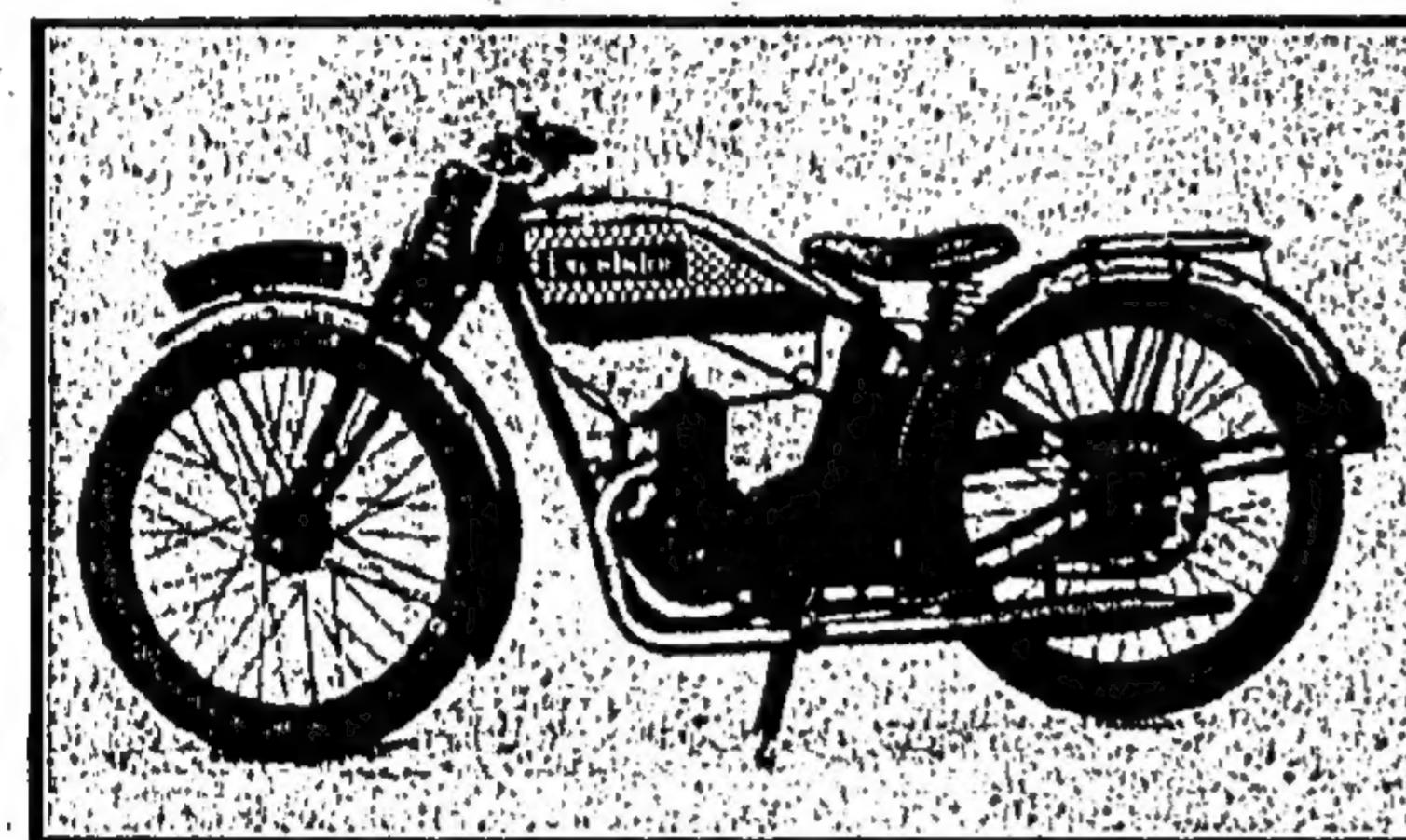
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Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,  
Sole Agents.

## THE "EXCELSIOR" LIGHTWEIGHT.



The "Excelsior" motor cycle, is a well-known British  
production, the above being one of the lightweight types. The  
Sincere Company, Ltd. has taken up the agency for this part  
of the world, and is now showing a range of models.

## CURRENT COMMENT



### White Lines.

During the week we noticed that permanent white lines are being laid at the Morrison Gap and Stubbs Road turning, and this method should be a great improvement on the painting system. What appear to be small white bricks are being let into the road surface, although at a first glance, they seem to be very much on the narrow side. At home and in other parts of the world, white lines have been generally adopted, but it has been found advisable to increase the width in many districts owing to the narrow lines becoming obliterated by mud in bad weather. In view of this, it might be advisable locally to increase the width of the bricks which are being used. In any case, it is better for the lines to be too wide than too narrow. Some cities at home have even adopted a special system which provides illumination of the lines by night, electric lamps being fitted in grooves under the road surface.

### Summer Motoring.

Bathing parties will soon be in full swing, and this year has a special interest for members of the Hongkong Automobile Association in that dressing room accommodation will be provided in the vicinity of Castle Peak. It might be a good suggestion to celebrate the opening of the H.K.A.A. Bathing Pavilion by a water carnival. Many members have expressed appreciation of the scheme, and are looking forward to the privilege of using the Association's premises.

### Motor Horns.

Manila is now considering the framing of special Regulations to deal with the horn-blowing nuisance, there having been many complaints from residents about the "raucous" horn blowing. The proposed ordinance consists of four clauses as follows:

"Section 1. Every operator of a motor vehicle being driven in the city of Manila shall sound his horn when overtaking persons or vehicles approaching a highway intersection where the view is obstructed and at any other time necessary for the safety of the public."

"Section 2. No person other than the one actually operating or having actual charge of a motor vehicle shall sound or blow the horn of the motor vehicle."

"Section 3. No person shall blow or sound the horn of any motor vehicle while the same is not in motion."

"Section 4. Any person violating any provision of this ordinance shall, upon conviction, be punished by a fine of not more than fifty pesos."

## MOTORING LAWS.

### Many Private Bills.

### A.A.'S INTEREST.

A notable feature of the present session of Parliament is the large number of Private Bills introduced by Local Authorities and private concerns.

Over a hundred of these Bills, containing a wide variety of proposals materially affecting the interests of motor owners have been carefully considered by the Automobile Association.

Among the proposals which have been investigated are: (a) charges for parking on the public highway, (b) prohibition of vehicles taking in petrol whilst standing on the highway, (c) extra charges for water used in washing cars, (d) restrictions on the passing of stationary tram-cars, (e) no petrol pumps to be erected beside any country road without authority of County Council, (f) motorists required to construct paved crossings over footways at entrances to private garages, (g) railway level crossings, (h) ferry charges, (i) tolls on roads, (j) application of hackney carriage by-laws to motor vehicles plying from private premises, &c.

In conjunction with the Motor Legislation Committee every Bill has been scrutinised by the Automobile Association, and whilst in some cases negotiations with the promoters are in progress, in others arrangements have been made for the strongest opposition before the Parliamentary Committee to any proposals inimical to the interests of motorists.

### HARDER METAL.

### Nitro-steel's Possibilities.

### FEWER BEARINGS NEEDED.

Experiments made by British engineers with a new alloy known as nitro-steel, indicate that it may be responsible for big changes in the design of engines and components.

Features of this new metal is its hardness (it will scratch glass), and that it can be hardened on the surface without distortion.

Engineers have found aluminium connecting rods can be run direct on the crankpin of a nitro-steel crankshaft without the use of white metal liners, while the crankshaft can be run direct in an aluminium case. This practice has been found to reduce friction by 10 per cent, and costs less.

Apparently, it forms an ideal bearing for aluminium alloys, and has been successfully tried in cylinders in which aluminium pistons are used.

## BALLADE OF IMPROBABILITIES.

Drivers who signal: "After  
you."

Taking their places like well-trained  
kine;

Each in the crawling traffic's  
queue;

Drivers who never break the  
line;

Never incur a curse or fine;

Meekly content to travel slow,

Happy that virtue is its own  
due—

When will this happen? Oh!

I don't know.

Roads that never are pots of  
glue;

Calling for tyres with claws  
feline;

Streets where crossings are far  
and few;

Pavements creaseless as  
crepe-de-chino;

(Ah, but that would be TOO  
divine);

Concrete 'neath us where'er  
we go;

Years of life for each spinning  
pin—

## ANOTHER SPEEDSTER.

### Campbell's "Bluebird."

### UNUSUAL FEATURES.

Captain Malcolm Campbell's famous Napier-Arrol Aster racing car, "Bluebird," has a host of unusual features about it, as one would expect from a car built to set up a world's speed record. After Captain Campbell's efforts on Daytona Beach, Florida, the body was redesigned and constructed by the Arrol-Johnston & Aster Engineering Company, Ltd., who also made a number of alterations to the engine and transmission. An unusual feature is that the space between the rear wheels and the body is "decked" in so as to give good adhesion, made possible by wind-pressure on the decking. It also helps to prevent wheel spin and consequent loss of power. The radiator was brought to the conventional position instead of being at the rear as before. The new body was made slightly more stream-lined, but the relatively high position of the driver was left unchanged.

## THE GOLDEN ARROW.

### Streamline Perfection.

### SEGRAVE'S TRIBUTE.

In a letter of thanks to Messrs. Thrupp and Maberly, who built the body of his racing car, "The Golden Arrow," Major H. O. D. Segrave says that frankly both he and Captain Irving, the designer, were "simply staggered at the efficiency, skill and enthusiasm with which this job has been carried out."

"As a demonstration of panel beading," he continued, "I think that you will agree that it stands absolutely alone as an example of shaped aluminium, that has never been equalled in the history of the motor industry."

### SPECULATORS BUSY.

### Scramble for Shares.

### ENGLISH FORD CO. POPULAR.

The recent issue of shares in the English Ford Company produced a wild scramble on the London Stock Exchange.

American speculators sought them at any price, and within a few days they were at a premium of \$4.

## Look out for—

## THE 500 c.c. SINGLE CYLINDER SIDE-BY-SIDE VALVE HARLEY-DAVIDSON

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ACCESSORIES IN STOCK.

## 8 "Firsts" in automotive History that emphasize Mobiloil

## QUALITY

First successful automobile engine lubricating oil—used by George E. Selden in his first car, 1877.

First automobile oil supplied in different grades to meet the varying needs of different types of engines, 1905.

First Lubrication Chart. The publication of the Mobiloil Chart made each dealer and motorist an expert in selecting the correct oil for any make or model of car, 1906.

First to provide for special summer and winter lubricating requirements. The Mobiloil Chart pioneered also in showing which cars should use lighter oil in winter, 1906.

First oil to obtain universal approval of the automotive industry. 162 makers of automobiles and motor trucks approve the recommendations for their engines in the Mobiloil Chart.

First in aviation. The list of aviators who have depended upon Mobiloil quality in historic flights includes Col. Lindbergh, the U. S. Army Round-the-World fliers, Arthur Goebel, the U. S. Army Hawaiian fliers, Amelia Earhart, Captain Wilkins and many others whose feats you read about in your newspapers.

First in popularity. Mobiloil is asked for by more motorists than any three other oils combined.

First in distribution. Mobiloil is the only oil sold in every foreign country where motor cars are used. You are always sure with

The World's Quality Oil

## Mobiloil

VACUUM OIL COMPANY.

## TRUCK TEST.

## New Morris in Sydney.

## TENACIOUS\* ON HILLS.

Some of the worst hills in Sydney's hilliest suburbs were chosen to demonstrate to the press the performing qualities of the new Morris 10/40 h.p. super ton truck.

Staged by Messrs. Morris (N.S.W.) Ltd., the display was convincing, for the truck revealed a disposition composed of tenacity, speed, flexibility and braking ability.

Improvements in chassis, springing, steering and a lowering of the loading line enabled the truck to handle a 26 cwt. load with ease. Power has been stepped up to R.A.C. rating of 16.9, and the motor develops 40 h.p. at its peak.

## Well-Balanced Motor.

Tested first for flexibility the truck was throttled down to about three miles an hour and idled along comfortably at that speed, carrying three passengers and the driver, in addition to its load.

Engine balance is obviously excellent, for the motor ticked over evenly and uncomplainingly.

Accelerating from this crawl, the Morris attained 89½ miles an

hour in 90 seconds. Intermediate times were: 3 to 35 m.p.h. in 50 seconds, and 6 to 20 m.p.h. in 28 seconds.

Carrying 27cwt., the truck climbed the 1-in-5 grade of Clarence-street, Coogee, in 50 seconds, an average speed of seven m.p.h. This hill has two stiff pinches, with a tiny plateau halfway. On this plateau the truck gathered sufficient speed to top the crest at 10 m.p.h. in bottom gear.

## Stiff, Tricky Grade.

A worse hill is Albert-street, Coogee, which has a rough surface, a 1-in-4 grade, and a narrow right-angle approach, with a corner which cannot be rushed. With nearly 22cwt. on it, the Morris clawed its way up this grade three times without hesitation; then, to prove its brakes, was held on the worst of the hill by foot and hand brakes separately. The brakes are on the rear wheels only, but they have unusually large drums.

The whole demonstration was impressive, particularly as the motor was not run in. The truck previously had only run 210 miles.

## MARINE MOTORS.

## New £100 Unit.

## THE ELECTRIC KID."

A new marine motor has just been put on the market which is likely to revolutionise people's ideas as to the requirements of motor boat engines. The new unit which has been introduced by the Alisa Craig Motor Co., Ltd., of Chiswick, London, is the outcome of many years' intimate experience with marine motors for every kind of craft. It is an overhead valve engine of 10-16 h.p. embodying a unique combination of features. It is of thoroughly waterproof design and unlike other marine motor engines of its size it has a three bearing crankshaft instead of the usual two-bearing type, a feature which accounts for its remarkable smooth running. A synchronised battery ignition has been adopted, thus

## THIS FOR THE MOTORIST

ALBERT L. CLOUGH

## WHEN CARBURETOR RE-ADJUSTMENT IS JUSTIFIED.

It should always be remembered that all the carburetor has to do is to proportion the gasoline to the air and to mingle them and after that, whatever happens to the resulting mixture after it passes the throttle, is not the carburetor's fault.

## Eliminating Engine Defects.

It is only when everything about an engine has been checked up and found in order, thus eliminating any possibility of the dilution or other misapplications of the mixture, being caused by it, and still the engine runs improperly that the carburetor should be readjusted.

## When the Mixture is Actually at Fault.

If then, the carburetor is known to be clean and well

obviating the use of a high tension magneto. Furthermore, Electric Starting and Lighting equipment is provided as standard. This is in two units, the starting motor and lighting dynamo being separate, an arrangement which from an electrical point of view is very simple and one which also gives a better starting torque.

Altogether at the price of £100 we regard this new marine motor as not only remarkable value, but also as a sign that British makers of marine motors, like the Alisa Craig Co., are determined to maintain their honourable position in the World's markets.

supplied with gasoline, its readjustment is warranted, in order to produce a leaner or richer mixture—whichever the engine's shortcoming may call for.

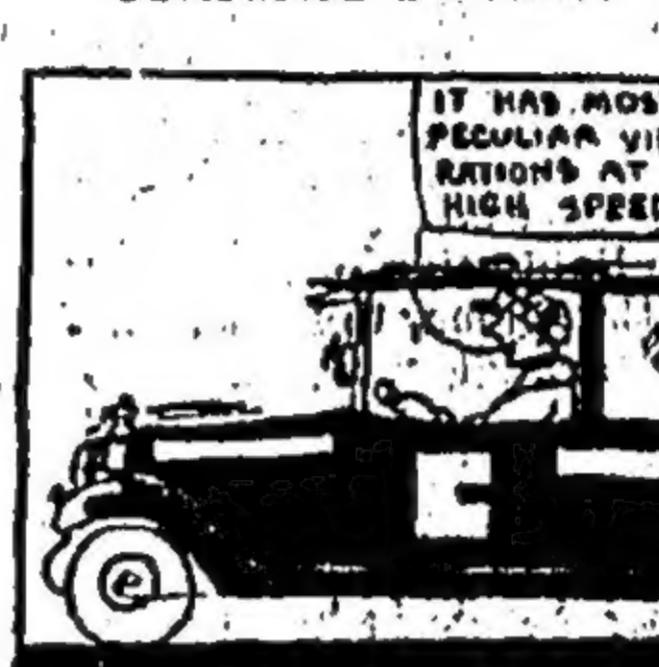
## Too Rich or too Lean?

Excessive fuel consumption, rapid oil dilution and carbonisation, strong smelling exhaust, noisy acceleration, and abnormally quick attainment of regular firing, without choking when started cold, indicate that a leaner mixture is required, whilst weak power and backfiring in the carburetor even when warm denote that the mixture should be made richer.

## Specific Adjustment Instructions Necessary.

Diversity of carburetor construction renders generally applicable adjustment directions impossible. Special instructions for setting any make and model of carburetor are obtainable, upon request, from its manufacturer or from any car maker who uses it.

## Obstructed On Lead.



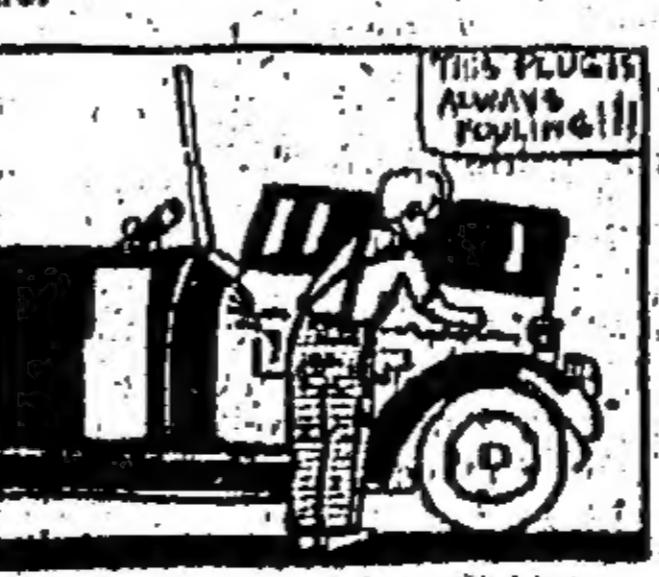
Question:—After about 3,000 miles service, the number two connecting-rod of my engine burned out its bearing and this occurred again after approximately another 3,000 miles, although on both occasions there was plenty of oil on hand. Furthermore, during this period, pistons have twice stuck in their cylinders. The engine manufacturer advises dropping the crankshaft and checking up the oil passages to this connecting rod, but this would be quite a job. What do you suggest? Also this engine has a peculiar vibration at high speeds. What causes it?

Answer:—We can only reiterate the advice of the manufacturer, it being evident that the oil feed to this rod is obstructed and the sooner the trouble is removed the sooner you will obtain permanent satisfaction. When you have the engine "down" not only see that all oil passages are clear throughout their length but check up the clearances at all connecting-rod bearings with the recommended amount. You will probably find that No. 2 piston was the one which seized, on account of no oil splash from its rod-bearing and perhaps its cylinder is scored a little. If so, it may be weaker than the others and be concerned in the vibration which you complain of.

## One Spark-Plug Fouls.

Question:—I have always had trouble with the fouling of No. 1 spark-plug in the engine of my six car. Although I have had a new block, new cylinder head and new rings, with springs behind the fouling still persists. How can this be overcome?

Answer:—Assuming that No. 1 piston and rings actually fit well enough, so that this is not an ordinary case of oil-pumping, it may possibly be that the clearance at the connecting-rod bearing of this cylinder is greater than recommended, thus permitting an excess of oil to be discharged on the walls of this cylinder. You better have this clearance checked up and adjusted, if it is found too great. You are not using an oil pressure greater than recommended are you? Possibly temporary relief might be obtained by fitting an oil controlling ring in the lower groove of No. 1 piston, if such is not already provided. We assume that the fouling is due to oil and not to an overshot mixture in this cylinder, but unless you are using full intake heat, and reasonably lean mixture, you may be getting trouble from the latter cause.



## WE CAN LEARN.

## Traffic Solutions.

## SUGGESTIONS FROM NEW YORK.

Investigations of the causes of traffic congestions in New York have led to recommendations by civic and business organisations which are of interest to every city that is trying to keep the wheels of its vehicles moving.

The suggestions most applicable to Sydney are:

Night haulage of heavy and wholesale goods.

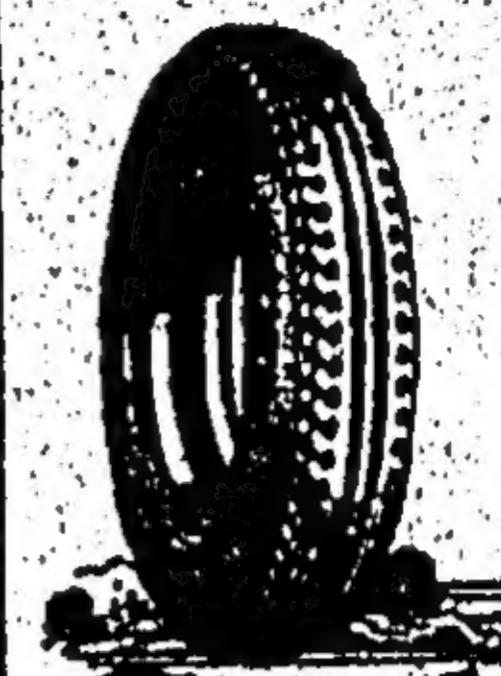
Elimination of all horse-drawn traffic from main arteries and central city streets.

Tearing up and alteration of streets to be either accomplished within 24 hours or done only at night.

Sightseeing vehicles to be parked off streets.

Stop signs for trams and buses.

## A mighty tough test of Goodrich Silvertowns



## Goodrich Silvertowns

"Best in the long Run"

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All sorts of Automotive Accessories also in stock.

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Some SUCCESSES obtained in 1928 by  
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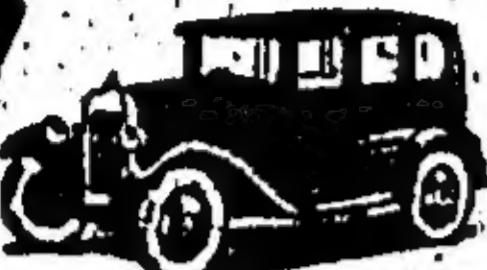
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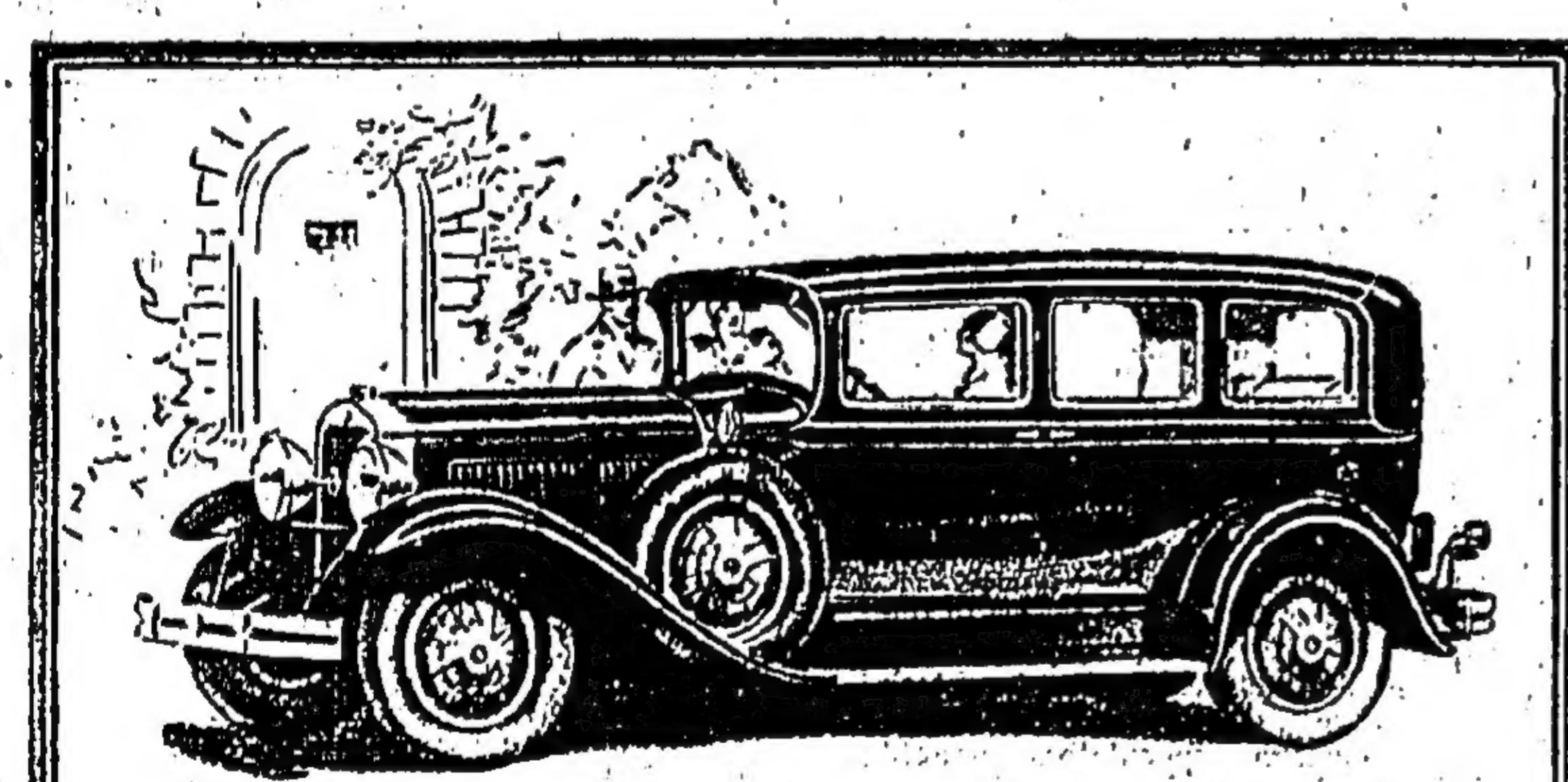
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BUILDER OF CHAMPIONS  
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PRESIDENT EIGHT



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### Making the Greatest of Eights Still Greater

115 horsepower motor!  
ball bearing spring shackled  
hydraulic shock absorbers!  
wider doors!  
new, longer, lower lines!  
double-drop frame!  
safety steel steering wheel!  
dual carburetors!  
non-shatterable windscreen!  
adjustable driver's seat!

Studebaker's Four Lines  
The President Eight (10,000 miles in 25,526 minutes).  
The Commander (53,000 miles in 27,958 minutes).  
The Director (50,000 miles in 47,511 minutes).  
The Eight (10,000 miles in 9,944 minutes). Each is backed by Studebaker's 12-month guarantee.

Prices range from H. K. \$2,329 to H. K. \$6,140.

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Think of—



THE HONGKONG HOTEL GARAGE.

# Hongkong Telegraph.

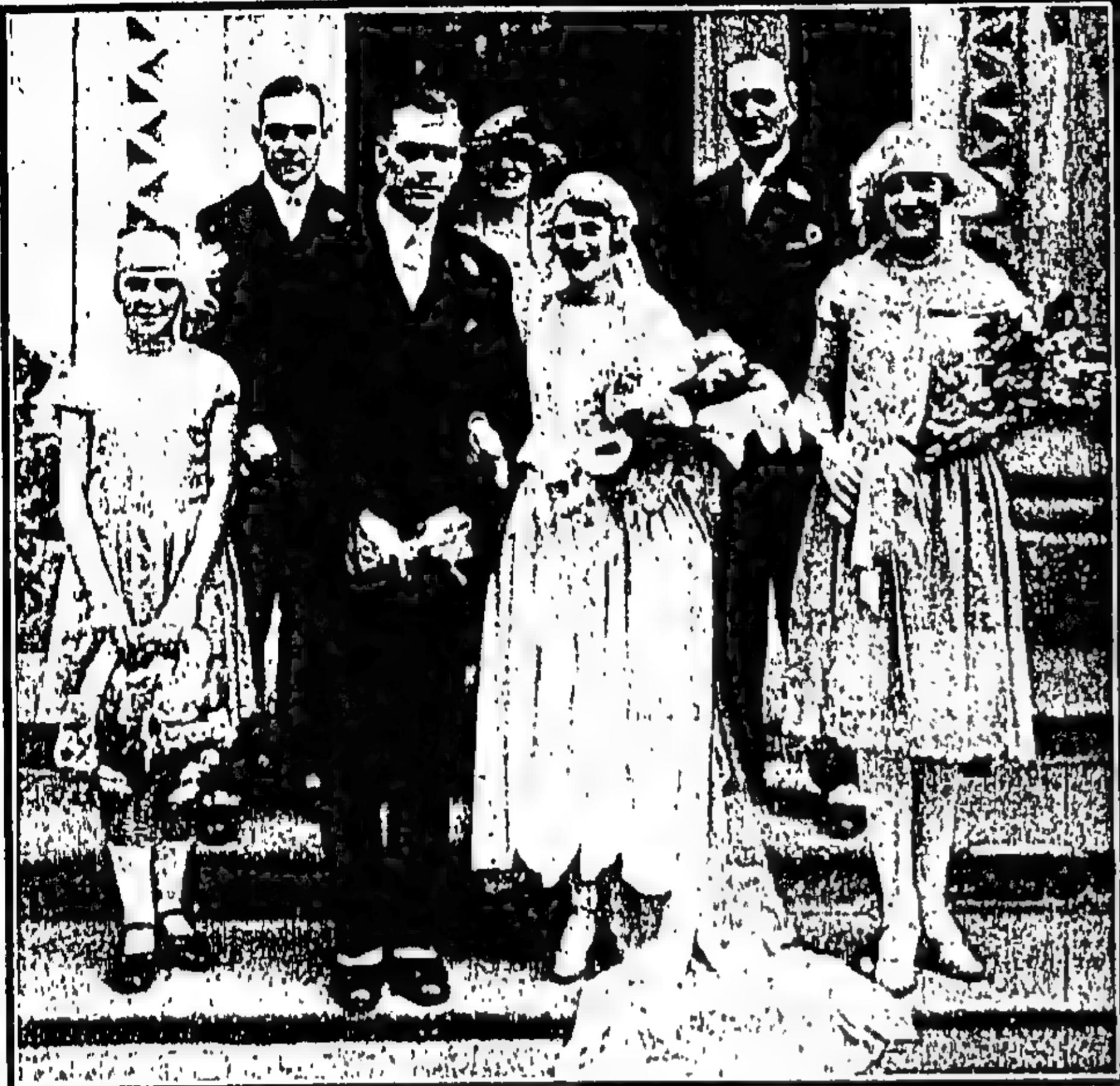
## Pictorial Supplement

March 30th, 1929.

# Powell's

Can always be relied upon for  
GENTLEMEN'S WEAR  
Good value, reliability with  
smartness being their aim.

NEW SPRING GOODS.  
Just unpacked.



Bridal group taken at the wedding of Mr. James Moodie, and Miss Anne Tollan, which took place at St. John's Cathedral. (Photo: Ming Yuen).



There was a large attendance at the Moodie-Tollan wedding at St. John's Cathedral on Saturday. Miss Lorna Tollan was the bridesmaid and Miss Dorothy Tollan flower-girl. Mr. J. K. Ewing was the "best man." (Photo: Ming Yuen).



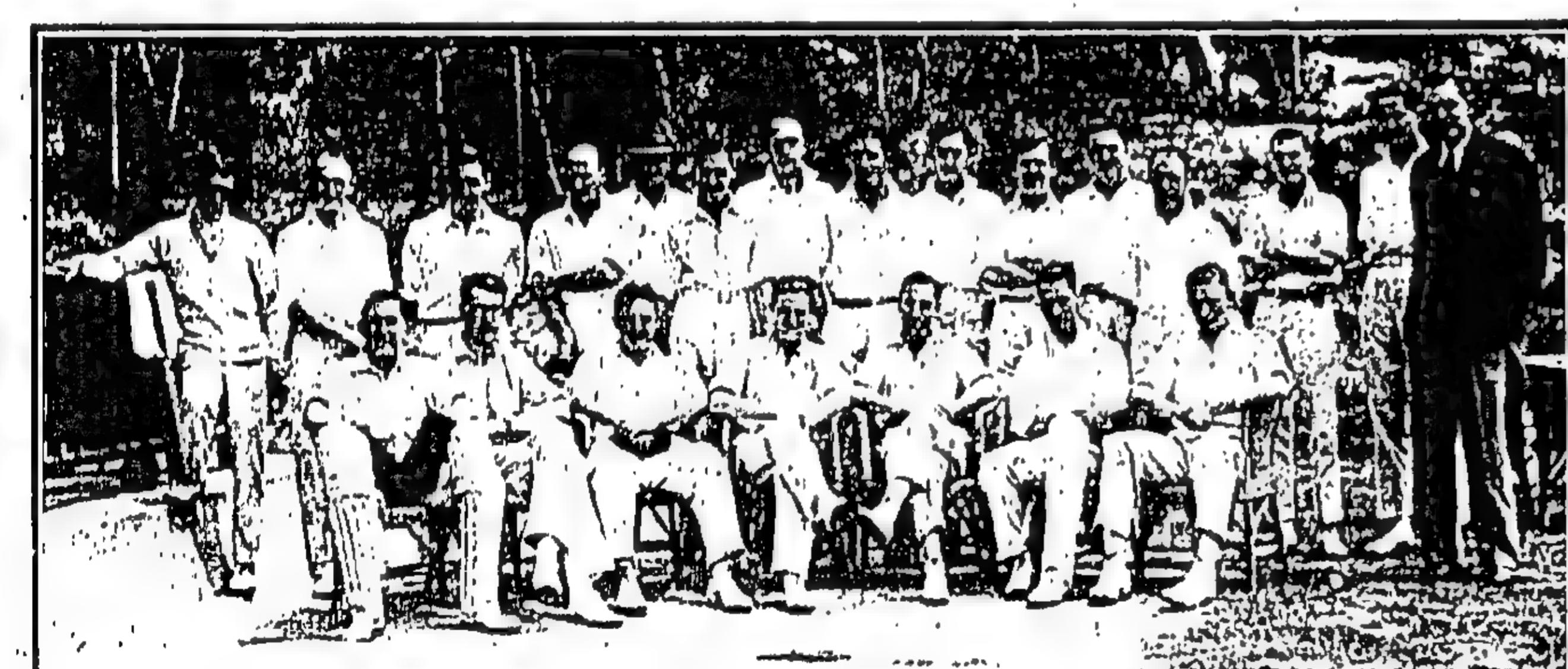
The tug-of-war at the Hongkong University sports, held on Saturday last, Lugard Hall won this event after some exciting pulls. (Photo: Ming Yuen).



"Mary," the big elephant of Harrington's Circus, which refused after eight attempts to board the Macao boat and had eventually to be taken to the Causeway Bay stables to await the return of the Circus.



Mr. R. H. Charles on Mr. N. Hashim's "Lady" at Fanling on Sunday. Mrs. Charles is seen leading in the pony which has never yet been beaten at Fanling.



Here are the A.P.C. and Union Insurance Mess cricket teams which met on Saturday, the latter winning by three wickets. (Photo: Mee Cheung).



The Club defeated the Army in the triangular Rugby competition on Monday. Above are the teams. (Photo: Mee Cheung).



At the University sports:—(1) Mrs. Southorn, who presented the prizes; (2) the Pole Jump; (3) S. V. Gittins winning the One Mile; (4) start of Half Mile. (Photos: Hongkong Amateur Photographic Society).



Two interesting snapshots of the Club v. Army Rugby match, which the former won by 11 points to 9, after an exciting contest. (Photos: Mee Cheung).



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THE DAIRY FARM, ICE, &  
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There is only one way to  
know the exact condition of  
your eyes—an examination  
by an expert. You may  
think you see well, but are  
you sure? Find out. Have  
your eyes examined to-day.  
If a simple evening's pleasure  
ends in a headache, look  
to your eyes.

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pean Optician—Established  
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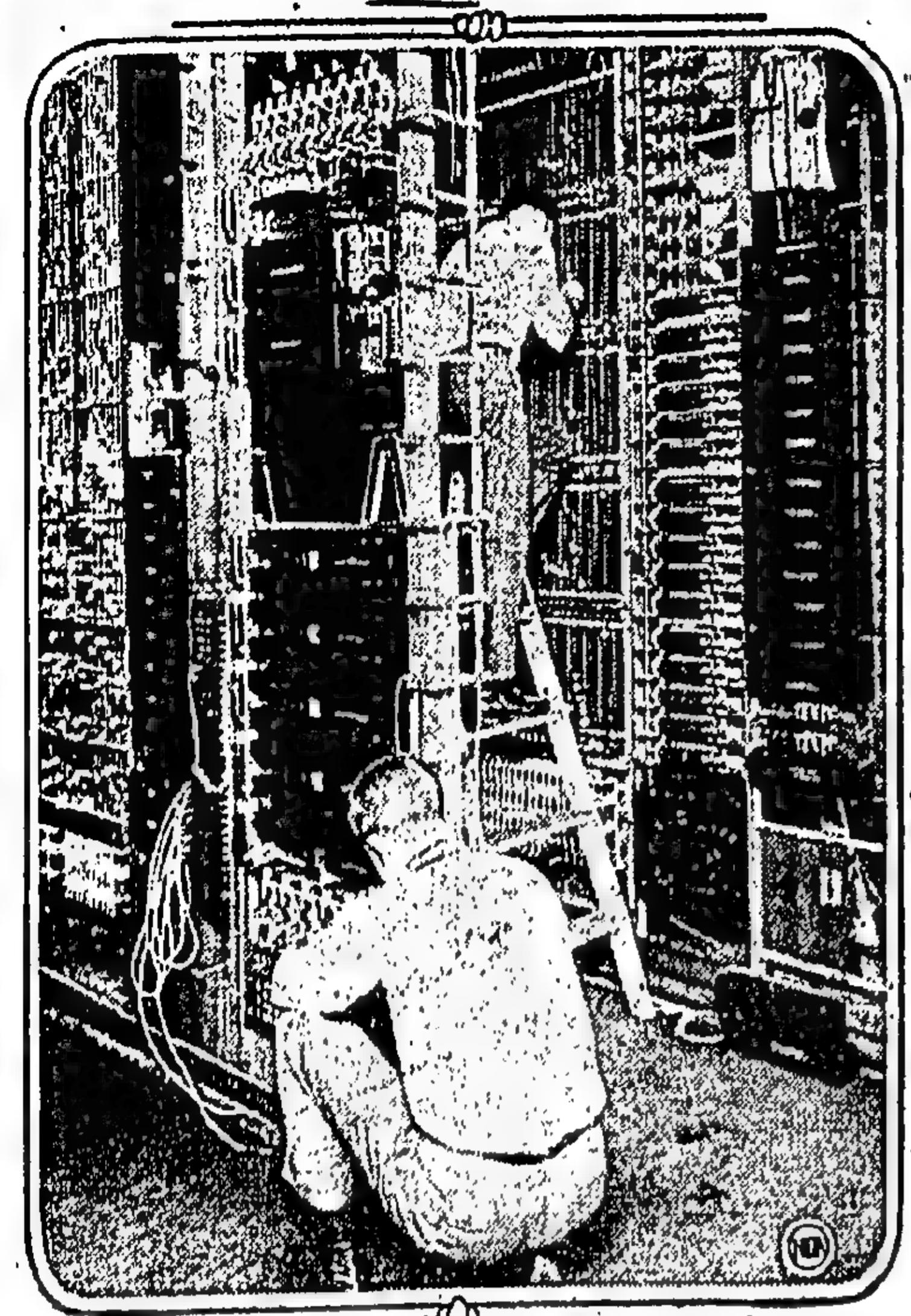


Record in motion pictures your babies,  
picnics and other outdoor activities  
with this marvellous little instrument.

Its simple operation and low cost of  
upkeep—makes it ideal for outdoors.  
Call in for a demonstration.

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THE MARVELS OF TELEPHONY.  
IN THE BELL TELEPHONE LABORATORIES.

Working with millions of thin wires, electrical engineers are shown here in one step of the development of the dial telephone system which dispenses with the services of thousands of operators.

(By Israel Klein).

New York.—The land of thriling life and nervous reality, that we are prone to think of, as New York, contains an island of dreams and of magic of which few travellers are aware.

It is Fairyland itself, a modern fairyland, under the reign not of invisible fairies but of stern, reasoning men and women. It is a fairyland, nevertheless, where the unseen is seen, the unheard becomes a thunder-crash and the impossible is accomplished.

This is the Magic City, strange to relate, of one of the greatest scientific institutions in the country—Bell Telephone Laboratories.

*Outdo Fables.*

That seems like a cold, harsh drop from the visions of a Fairy City of our younger days to what is just a matter-of-fact workshop for scientific research. But no fairy of our childhood dreams ever waved her wand over such startling wonders as are accomplished in an orderly, scientific way by the men and women in these laboratories.

For here, amidst the odours of

chemicals and the hum of motors,

I experienced wonders actually performed greater than were the mental caprices of a Grimm or an Anderson.

I saw my voice—saw it, not just heard it—tangled up, and down across a screen, as I spoke into an ordinary transmitter. Then I saw my words recorded by the traces of light on a photo film, for refined study by experts in phonetics.

I watched millions on millions of invisible electrons—those tiniest particles of matter—forming graceful curves of light on the end of a vacuum bulb.

Outside the brick building containing these wonders, horse-drawn trucks clattered over the wide cobblestone street to the docks of ocean liners along the Hudson waterfront across the way. Taxis tooted and ships' sirens shrieked. Inside, I locked myself behind triple-steel doors in a sound-proof quiet room, where the tap of a pen could be detected by a sensitive instrument and shot out like the boom of a gun.

*Contrasts.*

Outside, I could see massive

## DOWN AT THE SOUTH POLE.



These remarkable pictures show what life is like in the gales and ice Antarctic, where Commander Byrd and his men are waging their South Pole quest. 1—A closeup of a penguin; these big, man-like walking birds inhabit the polar continent in flocks of thousands. 2—This remarkable photo, reproduced by courtesy of H. G. Ponting, is the only one ever taken exactly at the South Pole. It shows Captain Scott (centre, standing) and his four companions at the pole on Jan. 18, 1912, as they arrived to find that Captain Amundsen had beat them by 34 days. 3 and 5—Glimpses of the Antarctic landscape, showing the difficulties that Commander Byrd will face if his plane is forced down. 4—A bull-sea elephant, a huge animal found in the waters that form the outposts of the Antarctic.

ocean liners at a far distance awaiting their passengers and freight for the next trip across the Atlantic. Inside, I had to peer through a highly sensitive microscope to see the tiny crystals that make up the steel of those ships. Here, it is no uncommon practice to cut a piece of soft metal or wood less than one ten-thousandth of an inch in thickness, or to measure the grain in hard steel to a thickness of a quarter-millionth of an inch.

For in this Fairyland scientists have devised apparatus so highly sensitive that it can measure down to one-billionth of an inch, or a million of a degree in temperature. It is the finest variation man has ever measured, yet it appears in the motion of a spot of light that can be noticed in an instant.

Here, as in many other laboratories, men and women play with extremes. They count the invisible atoms in matter, so tiny that 100,000,000 of them side by side would take up only an inch of space. They work with air so thin that it is almost a vacuum—almost nothing at all. The same air, condensed into such a heavy state that it becomes a liquid more than 350 degrees below freezing temperature, is to these scientists as commonplace as the milk that is left on our doorsteps each morning.

Into that extremely cold liquid, the rulers of this scientific fairyland can plunge a red-hot carbon pencil and make it glow with an intense heat. A drop of this cold liquid on the skin would make it blister as if scalded by the spark of a white-hot molten metal.

These are representative of the wonders experienced in this fairyland of science, all produced from cold, logical formulas. Men and women scientists here seek the facts of our existence and try to accommodate them to our everyday lives.

*Invisible Light.*

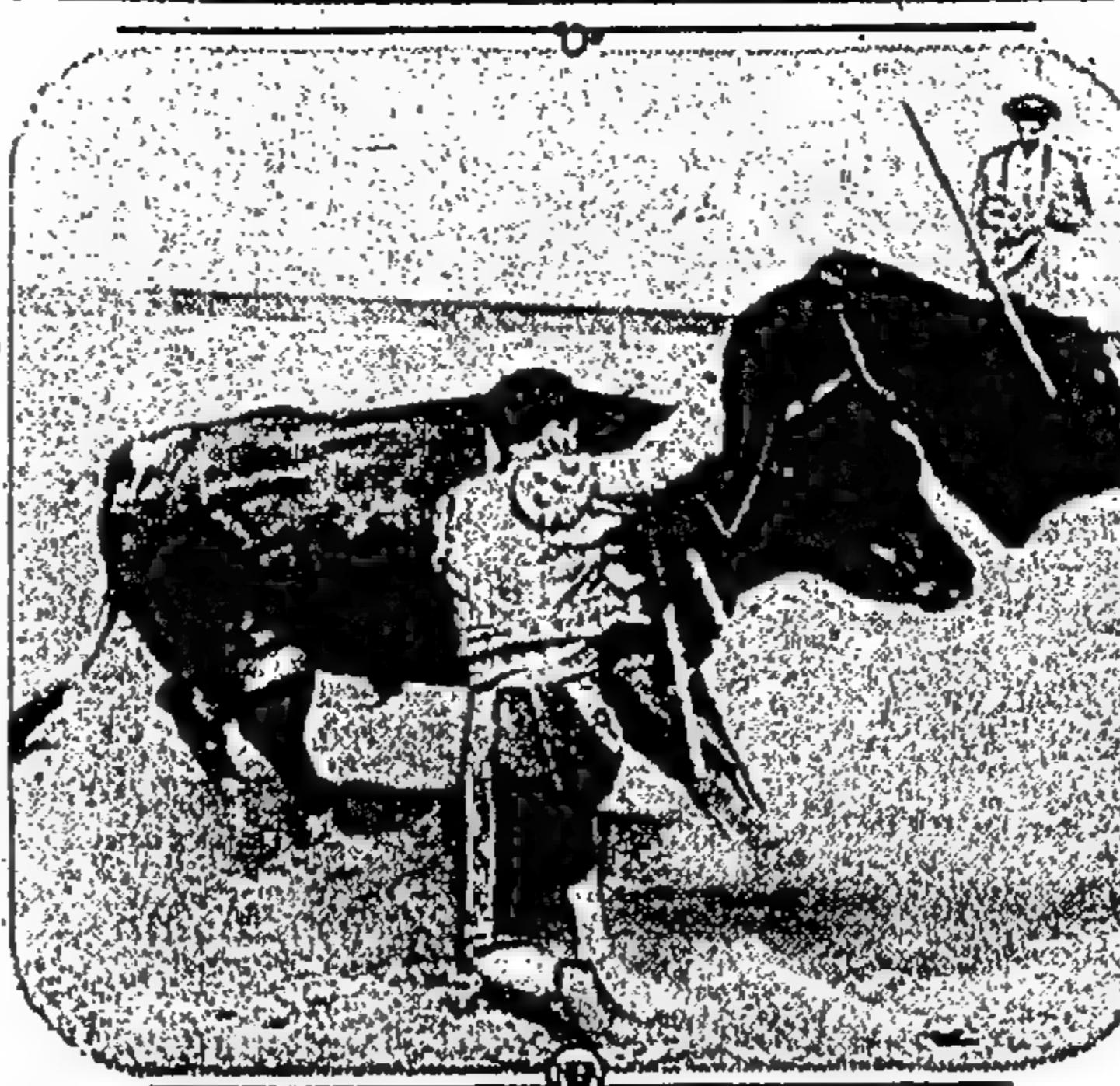
We want as much light as possible to see things. They shot off this light and search for things in a form of light that is invisible and harmful to the eye. What is invisible to us they see. What we cannot hear, what we can't do, they do.

But not a single wonder they perform is done for fun. Theirs is the business of improving our means of communication—by telephone, by telegraph and cable, by wireless. What appears as a marvel to us is merely an experiment towards perfecting our telephone, or speeding up the transmission of messages, or clearing up the air for radio communication.

Every one of the wonders I saw at these laboratories was part of the great experimental and research equipment needed for this work. Many of the men here do not seem to be getting anywhere. Day after day, year in and year out, they appear to be playing with freakish devices that show hardly any relationship to telephony or radio.

*Daily Discoveries.*

But every day discoveries are made—and from them follow

LIFE IN SALVADOR.  
BULL FIGHTING AND OPERA.

Bull fighting and heavy opera are the favourite public entertainments in Salvador. Here is a bull fighter in action before a crowd of thousands.

(By Rodney Dutcher.)

La Union, El Salvador.—El Salvador, though much the smallest in area, is one of the two most modern of the Central American republics. It has one of the densest populations in the world and is intensely cultivated. One is told that in San Salvador, the capital, are 25 or 30 millionaires. Great wealth is in the hands of a many. Eighty per cent. of it is under cultivation.

Salvador's foreign trade varies in extent. It all depends on the coffee crop, which supplies 90 per cent. of the little nation's exports. With a large crop at big prices, Salvador is happy and prosperous. With reverse conditions, money is relatively scarce. There was a good crop for 1928.

Coming here from Honduras, one finds more shoes and fewer bare feet. The native girls of La Union, at least, wear American shoes and many of them wear imitation silk stockings.

There's an efficient-looking army with natty uniforms and a band, some artificial park in the centre of this town of 3,000 persons. Finish Big Paving Job.

R. W. Hebard of New York and Rene Keilhauer have just completed a \$5,000,000 paving and sewer job in San Salvador, which Salvadorean insist is the only city in Central America to compare with a modern American municipality of similar size. The money was loaned by the Chatham-Phoenix National Bank of New York.

Salvador has her own sugar refineries and has factories to make outerwear and underwear for her people, though she imports her yarn and cotton cloth continues to be her largest import from the United States.

The mayor of La Union told me that there had been no revolutions in his country for the last 30 years because of its excellent system of communications.

Salvadorean trade development has been distinctly advantageous to the United States. Although 80 per cent. of her coffee crop goes to Germany, more than 50 per cent. of her imports come from the United States. It is more or less interesting to observe that her imports from our country have risen since 1913 from 40 per cent. of her total, to 61 per cent. while the proportions of imports from

the United States developing so rapidly.

BUNYAN'S WIFE'S  
BOOK.

Hidden away in a drawer with worthless lumber there has been found in a Cheshire cottage an old book that promises to be of great value (says *The Daily Chronicle* correspondent).

It is a 320-years-old copy of "The Plaine Man's Pathway to Heaven" which, with another book, "The Practice of Piety," was the only marriage portion which John Bunyan's wife took to him.

Bunyan was a soldier in the Parliamentary Army when, at the age of 20, he married, and his conversion is attributed largely to his readings of the books his wife brought him.

Both books disappeared long

tremendous improvements in telephone, cable and radio transmission. A development may take weeks or years of intensive labour until the final reward comes.

Thus was television accomplished in these same laboratories. Thus were cable messages speeded up to 2500 letters a minute. Thus was the dial system of telephony developed. And in the same serious and patient way were many other improvements made that have saved the people of the United States millions of dollars and many precious seconds in telephoning.

These material wonders are what the fairies in this magic city have brought us.

## ORIGIN OF MAN.

THE BEGINNING OR LIFE  
ON EARTH.

The age-long controversy regarding the origin of man has been revived here in a violent form as the result of a lately published book by Dr. George Montandon, the well-known French anthropologist and traveller (says a correspondent of the *Daily News* and *Westminster Gazette*).

In his work, called "Human Ologensis," Dr. Montandon reformulates a theory about the beginning of life on the earth which Professor Daniele Rosa, of Modena, has advanced, and, with Professor Rosa's approval, he applies it specifically to man.

Some of Dr. Montandon's conclusions run counter to accepted scientific opinion, and they are now being sharply challenged by French men of science.

For one thing he calls "will-of-the-wisp" the hope which anthropologists still entertain of being able to ascertain approximately the spot on the earth's surface where man—or, rather, man's ancestors—first appeared. Mankind, he declares, bluntly, has had no "cradle"; humanly never had a specific birthplace on the globe.

The bacteria which ultimately—after long ages in which "evolutionary jerks" occurred—developed into man, appeared spontaneously on the earth, he declares, as the result of climatic conditions which are never likely to recur.

The apparition of life, he says, was simultaneous, and occurred all over the earth, although he concedes that there may have been mountain tops, islands, and even strips of mainland, on which no such apparition was witnessed.

"Half-Humans."

Dr. Montandon in this connexion finds proof for the theory of the ubiquity of the first forms of life in the "formidable distances" which separate the remains of primitive man unearthed in recent years.

It is evident, he declares, that "half-humans" inhabited such widely separated spots as Gibraltar, South-West France, Central Germany, the Crimea, Southern England, the Caucasus, Rhodesia and the Cape.

Never again, he asserts, will the conditions recur which will lead to the spontaneous appearance of life, and he doubts whether even in the laboratory (unless the atmospheric conditions which prevailed during the early stages of the earth's history can be artificially reproduced) will men of science be able to produce the living from inert matter.

When The Sun Was Larger.

How life once "happened" he explains as follows: The atmospheric and perhaps the cosmic conditions were such, at a certain period during the cooling of the earth's surface, that life could and must be produced over the entire surface during a specific interval of time. Those conditions occurred only once during the existence of the earth, namely, at its beginning.

It is possible (he goes on) to be more precise regarding the origin of life. The sun, when this phenomenon occurred, was immensely larger and hotter than the "middle-aged yellow star" it is to-day, and it emitted blue, violet, and ultra-violet rays more chemically active than those to-day.

These immensely powerful solar rays, he declares, transformed inorganic chemical combinations into living matter, into granules, comparable with monocellular algae, into bacteria of the first simplicity.

"Evolution by Jerks."

After consultation with Professor Rosa, Dr. Montandon formulates the following "postulates" of the theory of "ologensis" which he has applied to man's origin:

There was ubiquity in the appearance of life on the earth.

Billions of individuals belonging all to one and the same species (the first living chemical combination) appeared on the earth, and from these have been derived all living organisms, animals and plants alike—the sycamore tree, the elephant and man.

Each of these first living organisms, which were certainly ultra-microscopic, possessed the same properties and possibilities.

Each type reproduced itself during a certain time until "maturation" was reached, when it threw off abruptly more highly developed types, the process of "evolution by jerks" continuing until the perfect type was thrown off.

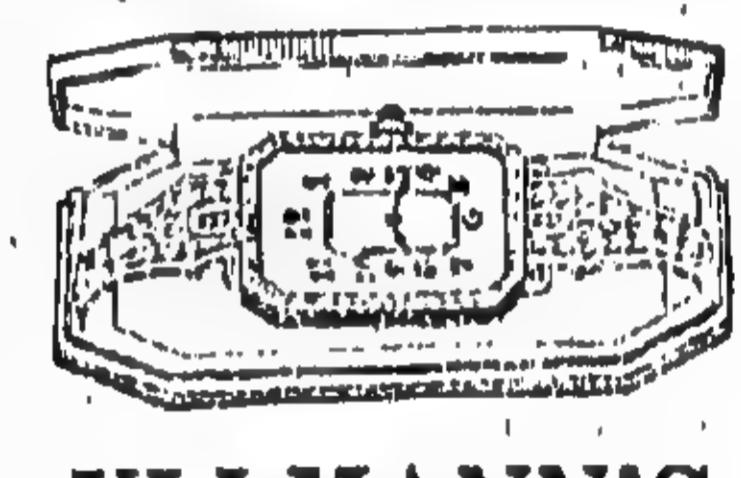
As regards man, Dr. Montandon argues that, from the first living cells which the sun's rays produced down to civilised man, sudden changes when "maturation" of type was reached, and not slow evolution, marked man's upward trend.

If spiritual attributes have been conferred on man "extra terrestrially" such conferment, he says, could be most easily conceived to have taken place either when the semi-human stage or the finished stage in his development had been reached.

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# Simple Evening Gowns Acquire Character

(BY JEAN PATOU)

WOMEN have finally and, I think, conclusively, been made to accept dresses totally different in aspect and line from those they wore but a few seasons ago.

This has been noticed by everyone, but what I am thinking of more especially is that "simple, little evening frock" they all cherished so sincerely a little while back. Its main defect, in the eyes of all creators, was of course its lack of character and line.

Speaking personally, my present collection accentuates the fullness placed at the back, an experiment which I tried out last summer.

THE starting point being, therefore, more fullness at the back, it was necessary to accentuate it by contrast. In many of my recent models you will see practically plain, straight fronts, with all the fullness massed at the back.

A point that may have escaped the undiscerning is that, imperceptibly, skirts are really acquiring more length. Length was given to winter models in an irregular fashion, but recent creations show what may be termed an all-around skirt length.

There are quite a few "simple" evening gowns in my present collection, yet in each of them you will find some feature indicative of their function. I have in mind the perfectly plain dress of gold lame shown in the two photographs at the lower right.

Although the front may bear some resemblance to the simplicity of former years—being severe and almost tailored in its lines—it's back is, eminently, new with a hooded effect to its neckline and an intricately cut skirt reaching to the heels.

DRAPE<sup>D</sup> effects are perhaps the most usual and certainly the most effective means of imparting the necessary amount of character to a dress which is meant to be worn in the evening, however informal the function.

In the case of simple mouseline de soie or georgette evening frocks, the happiest mode of "dressing" the model is the use of frills, godets or volants on the skirt. The bolero effect on a georgette or mouseline bodice is always good. To illustrate the volant or frill theme, I cite the mouseline de soie evening dress at the bottom of the page—a dress I designed for Mademoiselle Arletti. It is a filmy black gown which suits her slender figure and also emphasizes both the back trimming I favor and the volant theme.

IT has always been taken for granted heretofore that a beaded dress of any kind was sufficient unto itself and that the need for a studied cut or style was superfluous.

Altogether, all-over-banding has ever been one of my pet aversions, but I am obliged to include a few beaded dresses in every collection. However, I have endeavored always to use this form of trimming in a new way. Line is invariably the sole characteristic.

The yellow beaded model, at the lower left, for instance, I have cut on tailored lines through the waist, with a perfectly fitting hipline, a tailored belt, and then introduced a godet movement across the back from a slanting hipline. The skirt's longest points also are placed at a rather unusual distance from the center back.

Quite different is the pale pink frock at the upper left—a frock whose paillette embroidery is its dominating characteristic. This frock is cut in an original manner, with a surplice bodice giving a charming decolletage and with the skirt's embroidery staggered higher and higher across the back and very low in front. There is also the accompanying staggered effect at the bottom of the skirt, giving an unusual uneven effect.

ANOTHER uneven effect comes in the apple green velvet evening gown shown at the extreme lower left. Although very simple, this model could not be mistaken for anything save a charming evening gown. It has much softness in the gently bloused bodice, and while the skirt is longer all around, both the front and back dips considerably by the introduction of fan godets that are cut in one with the bodice of the gown.

There are many people who, like myself, have the earnest desire to see all women sponsor the longer skirt for evening from a purely esthetic point of view. And it has been a source of great satisfaction to see the success of my gowns at the upper right, the outstanding feature of which is a fringed skirt reaching down to the ankles.

This is a very simple and extremely unapplied frock of white crepe satin with the fringe of white silk. It has a bloused bodice, tight hipline and the fine long fringe put on in geometric design.

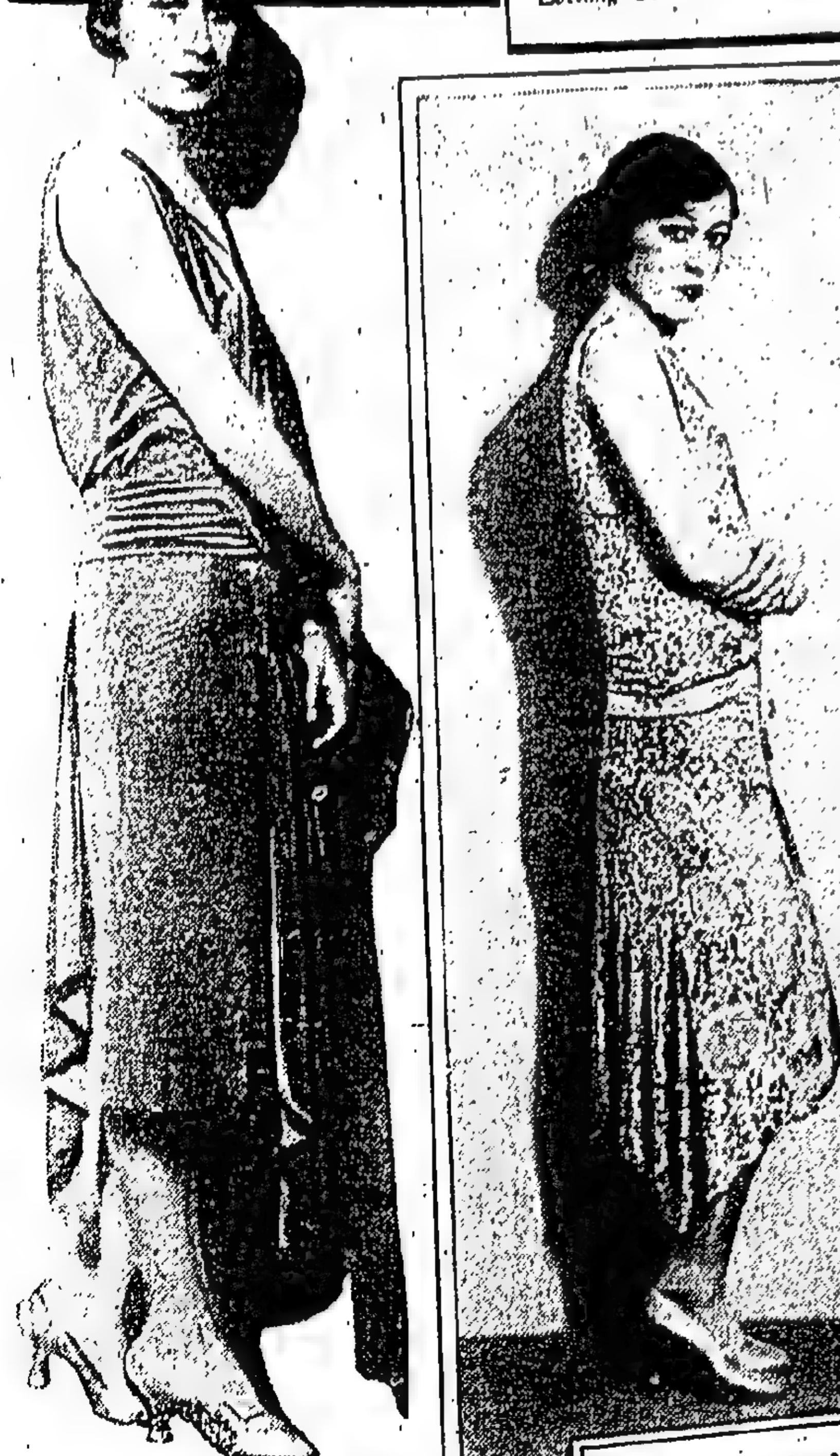
There is a soft flat bow across the back of the hipline. As the model moves the fringe sways, revealing a skirt that is of good length itself.



Delightful Simplicity Is Found in an Evening Gown Of White Crepe Satin With a Reticulated Overskirt Of White Silk Fringe



Paillette Embroidery On a Surplice Decolletage And a Staggered Skirt Distinguishes This Patou Evening Gown in Pale Pink



In This Evening Gown Fashioned of Apple Green Velvet Patou Achieves a Soft Richness That Requires No Ornament.



The Simple Tailored Lines Of This Yellow Evening Gown Bespeak Patou's Passion For Perfection of Cut Even in Beaded Creations.



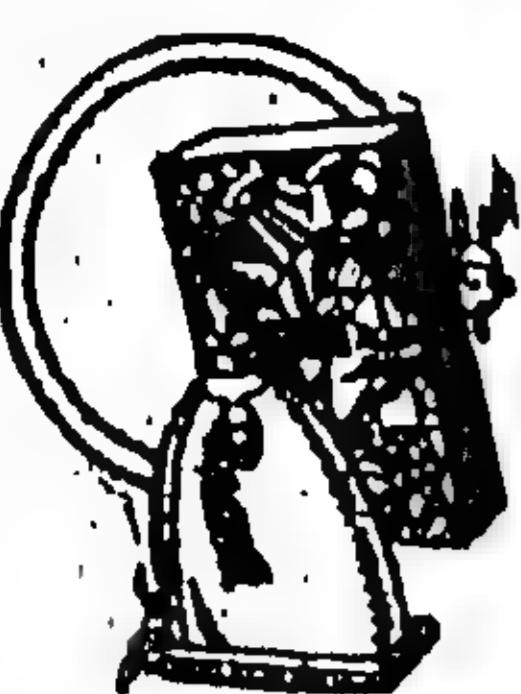
Actress Arletti Wears a Patou Gown Of Mouseline de Soie Notable for Its Back Trimming.



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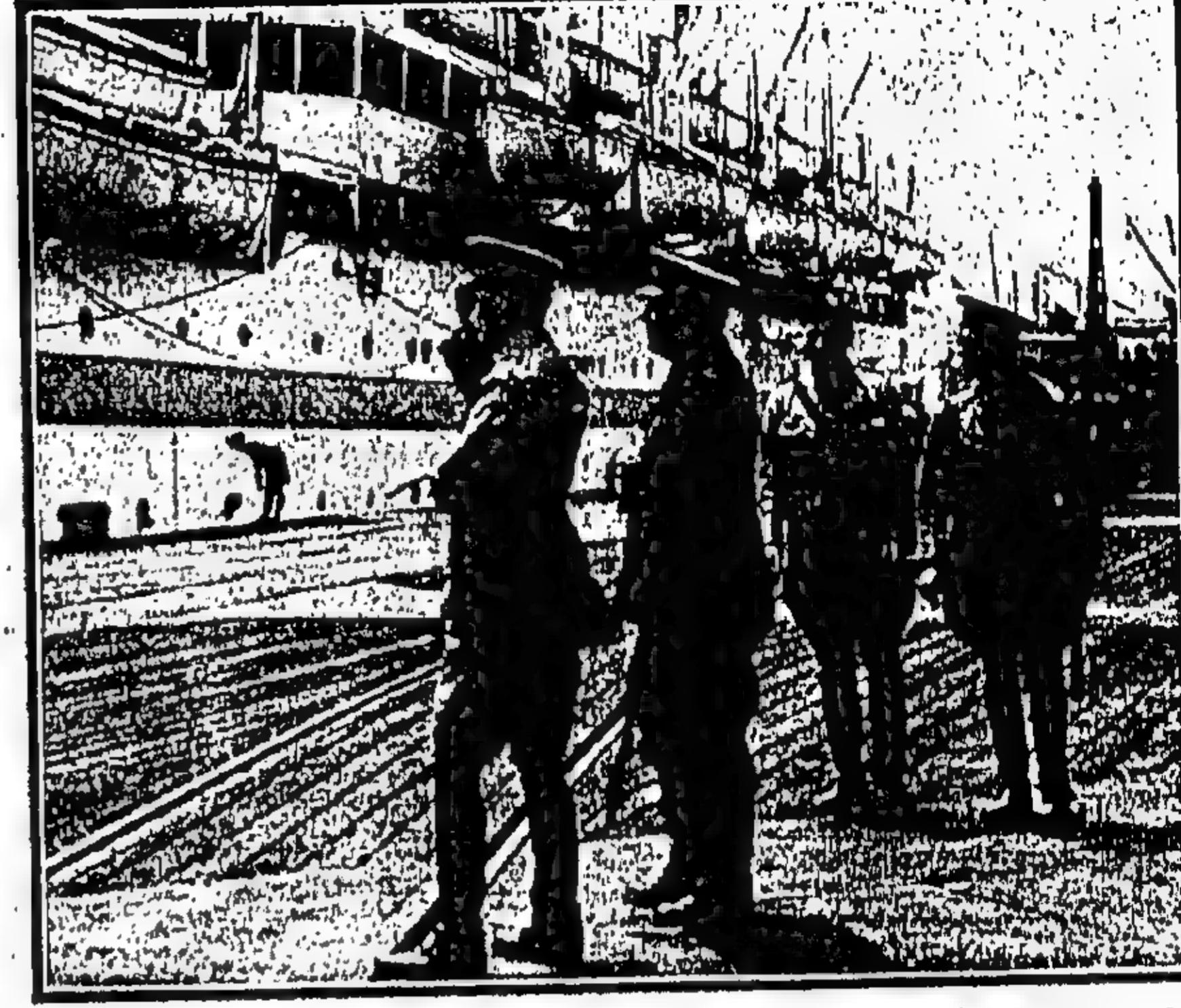
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Group photograph taken on the occasion of the recent wedding at Christ Church, Shameen, of Lt. G. F. Agutter and Miss Marguerite Hogg. The bridegroom is seen standing immediately behind the bride.



H.E. Major General Sandilands, G.O.C. China Command (second from left) is here seen witnessing the departure from Kowloon of the 1st Batt. Queen's Royal Regiment aboard the transport Somershire. (Photo: A. Leung Studio).



This picture, taken recently in Hongkong, shows the officers and men of H.M. submarine L.20, one of the flotilla attached to the China Squadron. (Photo: Mee Cheung.)



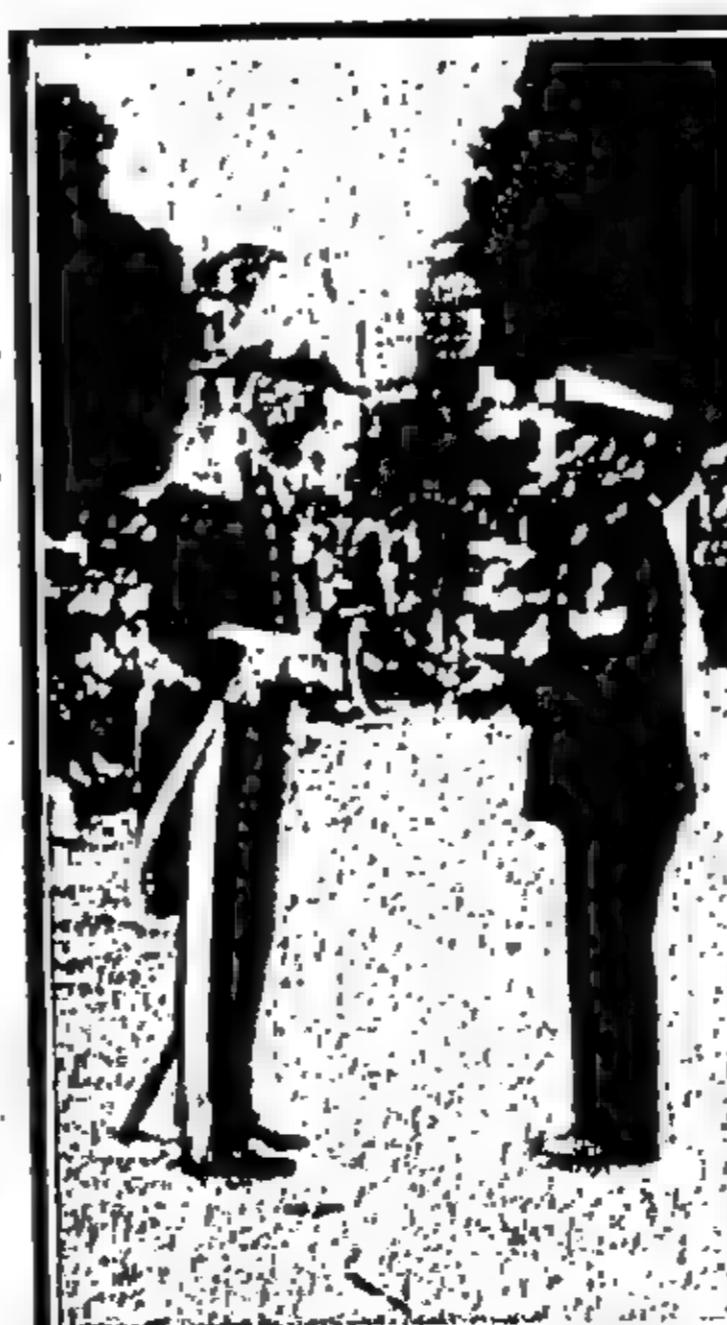
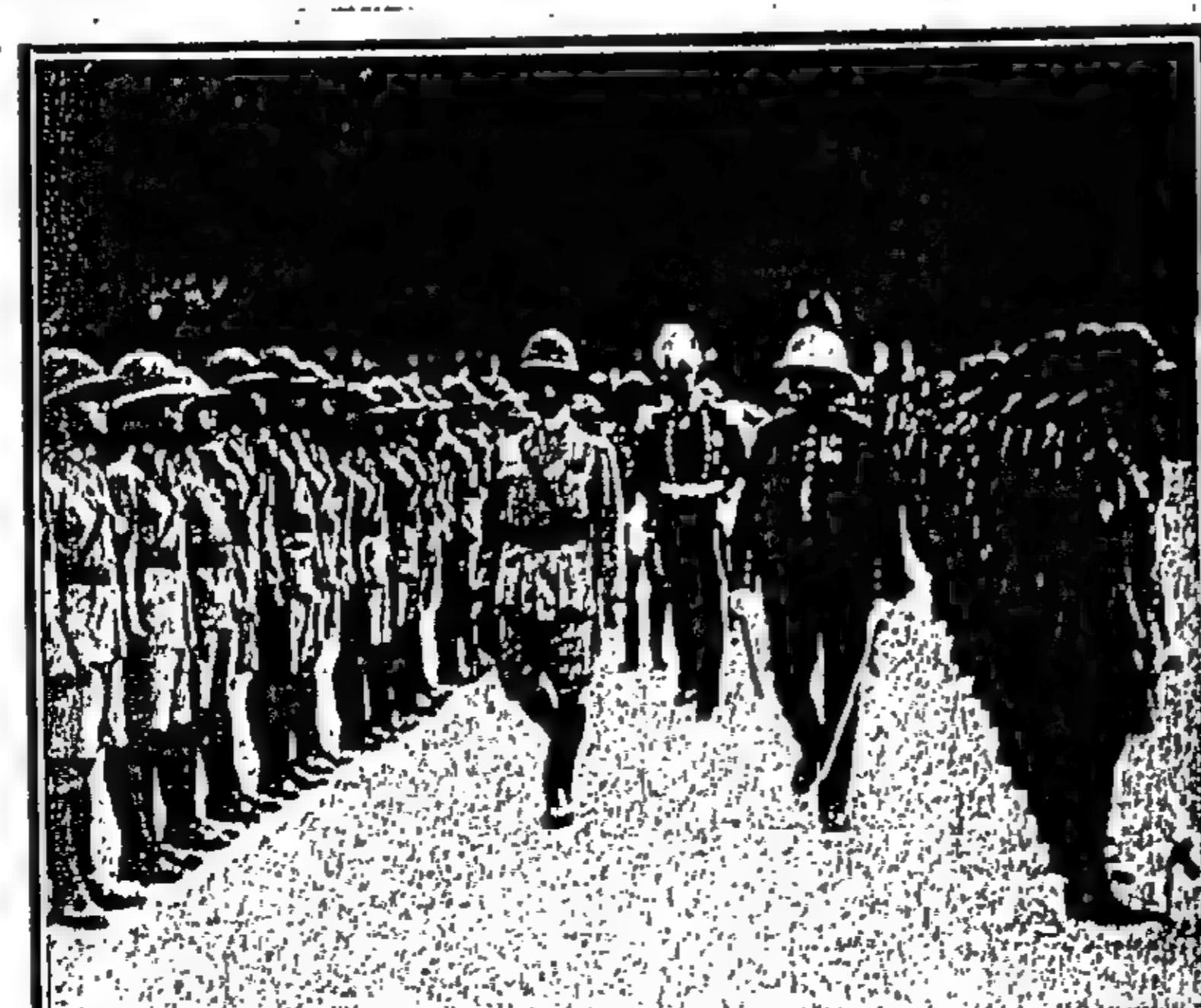
Mr. Li Yau-tsun, C.B.E. (on extreme right) presenting the prizes at the annual sports meeting of Queen's College on Saturday last. (Photo: Mee Cheung.)



Floral tributes were last week placed on the grave of the late Mr. H. Conway, killed by pirates in January, 1928, the tombstone to whose memory has been erected by the Hongkong Government. (Photo: Mee Cheung).



Stretcher-bearer sections of the St. John Ambulance Brigade are here seen giving a demonstration on the occasion of the annual inspection by His Excellency the Governor on the Murray Parade Ground on Tuesday evening. The expedition with which the work was carried out called forth much commendation. (Photo: Ming Yuen).



Interesting snapshots taken at the annual inspection of the St. John Ambulance Brigade on Tuesday. His Excellency the Governor is shown inspecting the Corps, making a presentation, and observing the stretcher-bearers at work. The display was witnessed by a large crowd of interested spectators. (Photos: Mee Cheung and Ming Yuen).

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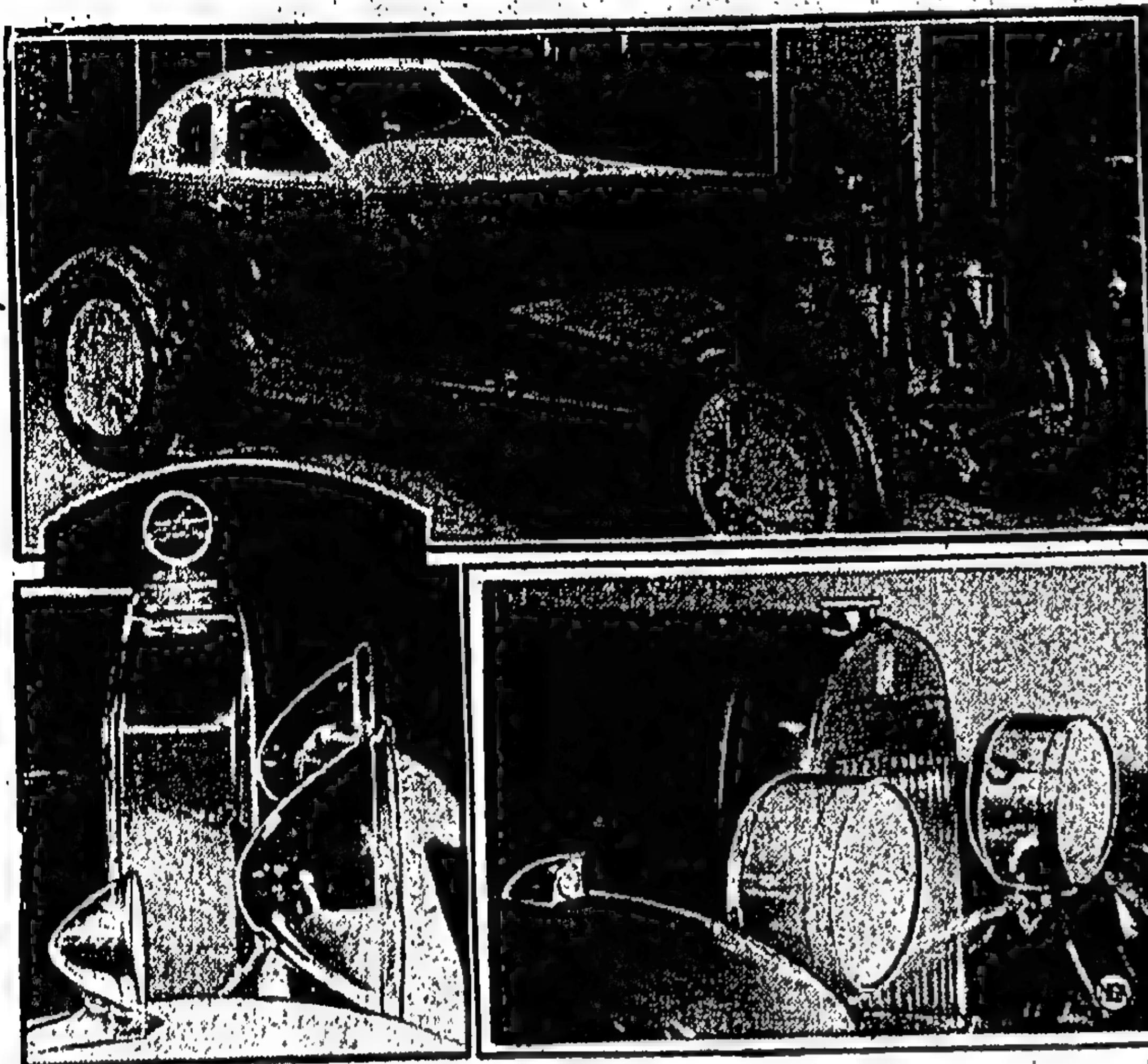
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BOLD DESIGNS AND COLOUR SCHEMES.



Although the most extreme exhibit at the New York auto show, the Auburn speedster shown here isn't alone in the innovation of more colour in body and fender and individuality of lines. This speedster can be had for \$2495 at the factory. Below at left is a view of the Willys-Knight front, with its new tendency toward simplicity of line—radiator, fenders and lights, conforming into a pleasing unit. At lower right is a front view of the du Pont, an example of many models shown with parking lights on the front fenders.

New York, Jan. 25th.—Woman has made her demands so effective in the last year that practically the entire automobile show here is devoted to her whims.

A casual glance over the new 1929 automobile models at the show forces a visitor to realize the influence woman has had on the motor trade. Style, which includes beauty of line and colour, has become the dominant factor—out-ranking such more masculine demands as performance and economy.

Next to style comes comfort, and only after these are satisfied are the performance and economy and safety of the automobile considered.

That isn't to say that these latter functions of motoring are at all neglected. Far from that. Considerable improvement has been made in the performance of the automobile. Power has been increased. The engine has been designed for easier running at the high speeds and for increased economy at all speeds.

Safety has come in for more serious consideration, with more widespread use of non-shatterable glass in some cases extending even to the side windows. The brakes have been improved so that they will operate much more effectively and easily.

Easier to Operate Cars.

It is ease of driving that has been one of the basic motives in the design of the 1929 automobile.

For instance most of the automobiles at the present show feature

ture their improved four-wheel brakes, improved in so far as there is less effort on the part of the driver in coming to a sudden stop. A touch of the foot on the brake pedal, in some cases, is sufficient to stop the car.

More Thought for Passengers.

Some of the models at the New York show have adjustable rear seats and backs, for the comfort of the passengers, and some have

drop centre arms for even further convenience when there are only two passengers in back. With a third passenger the arm is turned back to form part of the rear upholstery.

Cadillac and Stutz, with its new brother, Blackhawk, have made use of the "No-Back" device which automatically holds the automobile wherever it may be on an incline.

Cadillac also has what it terms a "syncro-mesh" transmission which enables the driver to shift gears quickly and smoothly without fear of clashing or other noises.

Improved springing and the almost unanimous use of shock absorbers as standard equipment make riding easier for driver and passengers. The more extended use of central chassis lubrication, which is automatic on at least two of the models shown, makes it possible for any woman to keep her car well greased without going to the trouble of having it done by mechanics.

This ease and simplicity of driving is extended to the steering. No longer is there the perspiring effort needed to apply oneself to the wheel, for an abrupt or short turn. Steering is made easier by an improved gearing of the apparatus.

Further novelties that are certain to remain permanent fixtures in motordom, because of their good to womankind, are the adjustable front seats, improved transmission, for easier and foolproof gear shifting, a device that keeps the car from rolling backward on an incline, improved springs and shock absorbers and a central

chassis lubrication system, in two cases automatic.

Style Is First Consideration.

In spite of all these efforts to

make motoring as easy for woman

as it is for man, they are only sec-

ondary to the more appealing fac-

tor of style. This year, as the

present show reveals, beauty of

line and colour has far surpassed

that of previous years.

Colour has been extended to the fenders in many cases, with the abandonment of the austere and conventional black almost altogether. This is especially so in case of the coupes and roadsters, although a few of the larger closed models also show tendencies to break away from the conventional.

Some cars, such as Willys-Knight and Dodge Six, have adopted entirely new body lines. The former has dropped its well-marked curves in front, more generally. The Dodge has become more "Chryslerized," in deference to its new owner, in the way of adopting a thin profile radiator shell, curved cross-rods and other effects that mark Chrysler products.

More of the 1929 automobiles have adopted vertical radiator shutters, sweeping front fenders, individual lower designs and more graceful horizontal lines along mouldings, windows and other parts of the body that will give the entire car a speedier and more attractive appearance.

Fenders Get Small Lights.

One of the innovations that add to the style of the automobile is the adoption of parking lights on the front fenders. Some of these come out of the fenders like graceful subway kiosks, while others are set on small posts on the tops of the fenders.

The inside of the cars at the show are just as impressive, from the standpoint of beauty and comfort, as the outside. The upholstery has been improved in texture and appearance, and every little convenience the designers could think of has been included in some of the models.

So far as the performance of the modern automobile is concerned, the little further it is to be desired. The manufacturers have succeeded in giving the motorists more powerful motors, with higher compression and improved construction, at the cost of last year's cars. In fact, some of the cars have been reduced in price.

Economy this year is the last consideration. The mistress of the household, being considered first in the design and construction of the 1929 automobile, has left that phase of motoring to the man who pays the bills. And the man, as the new models seem to prove, doesn't seem to care.



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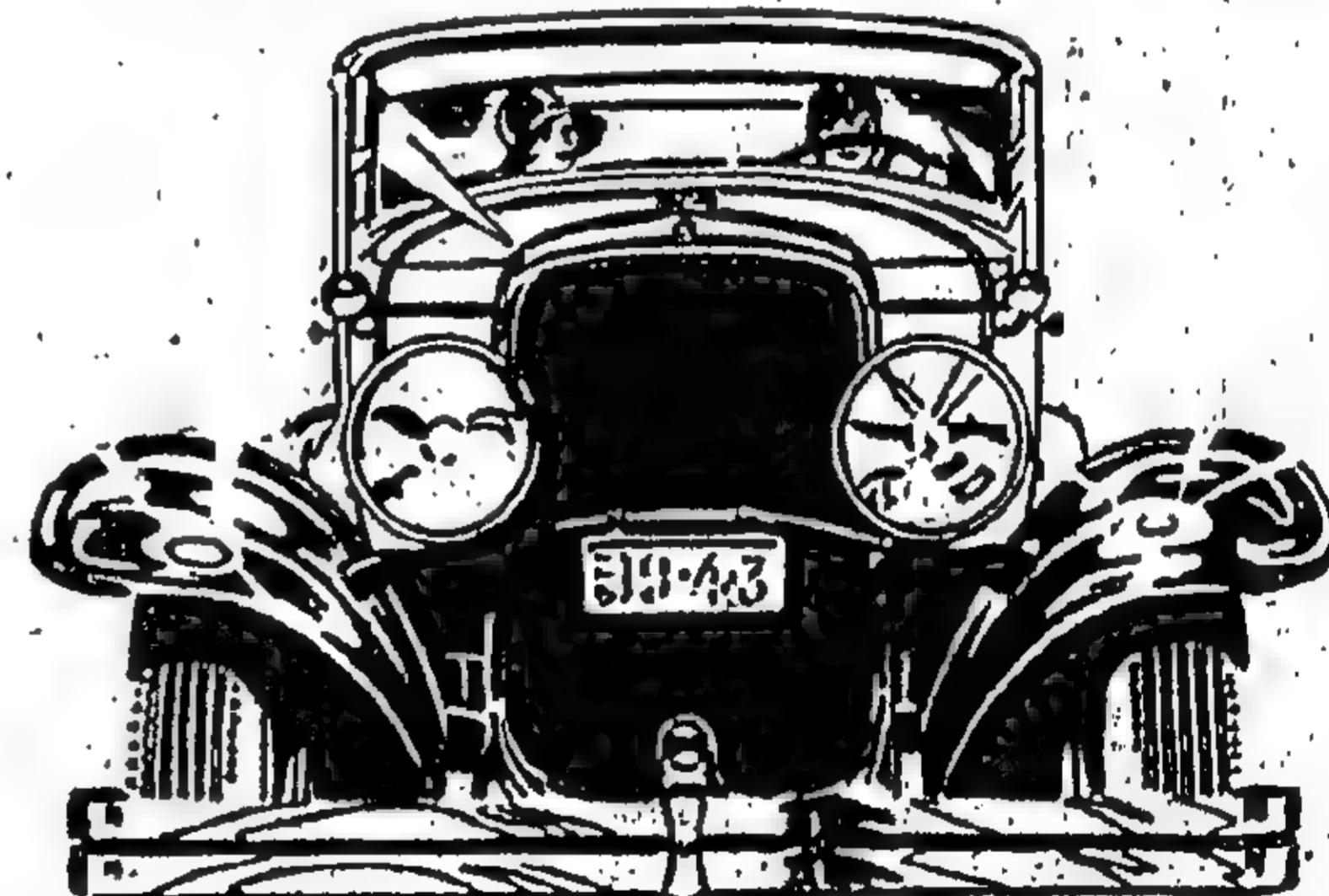
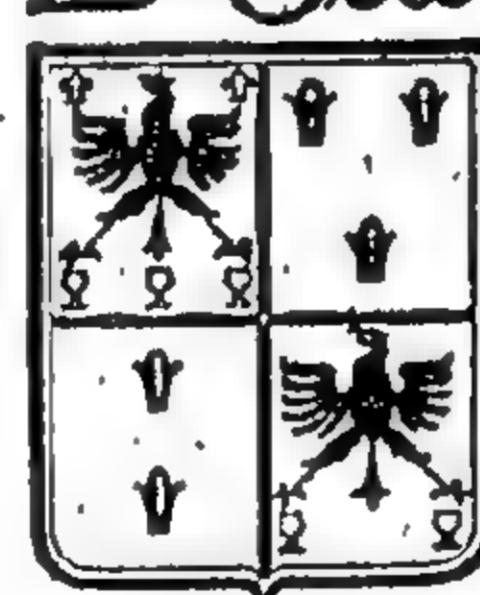
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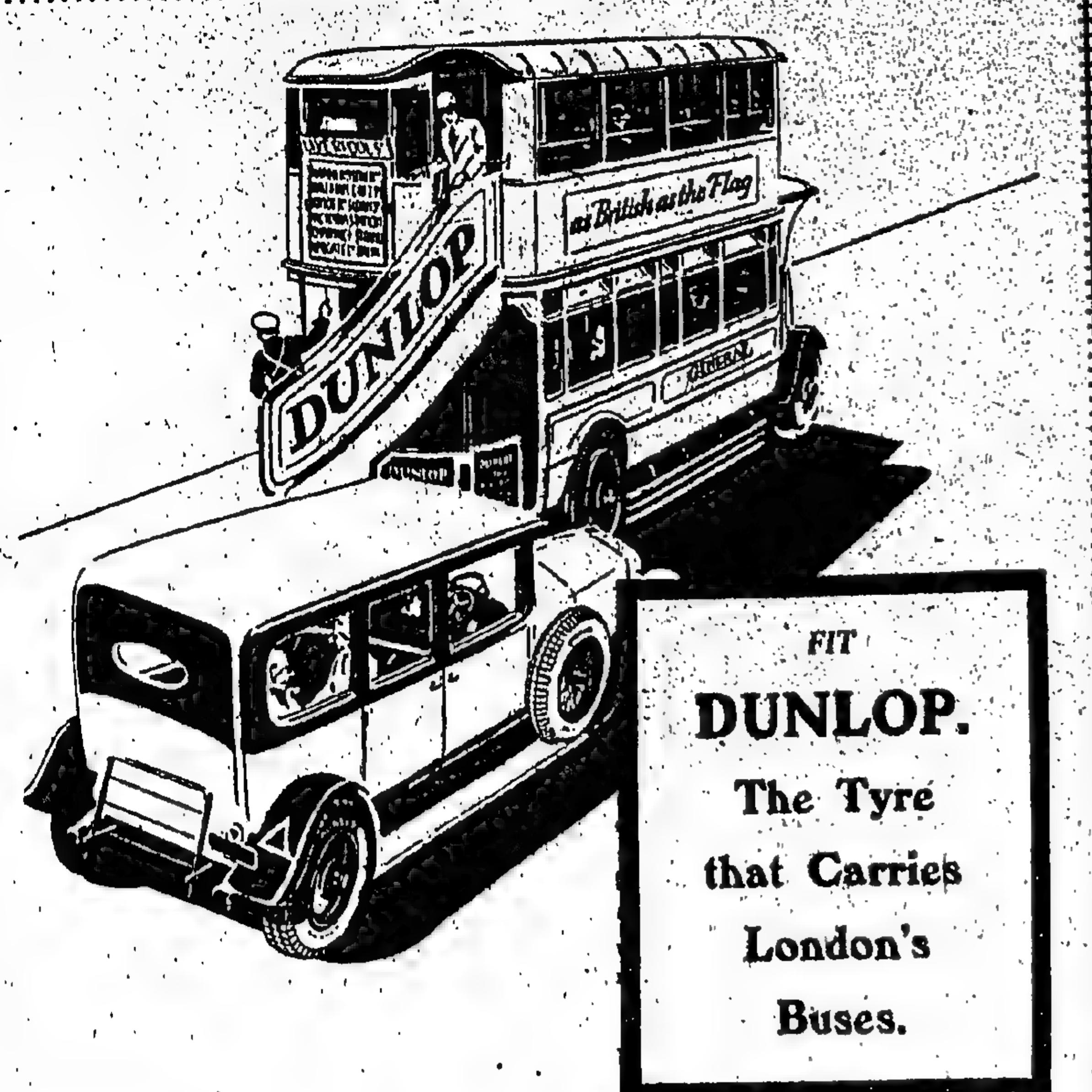
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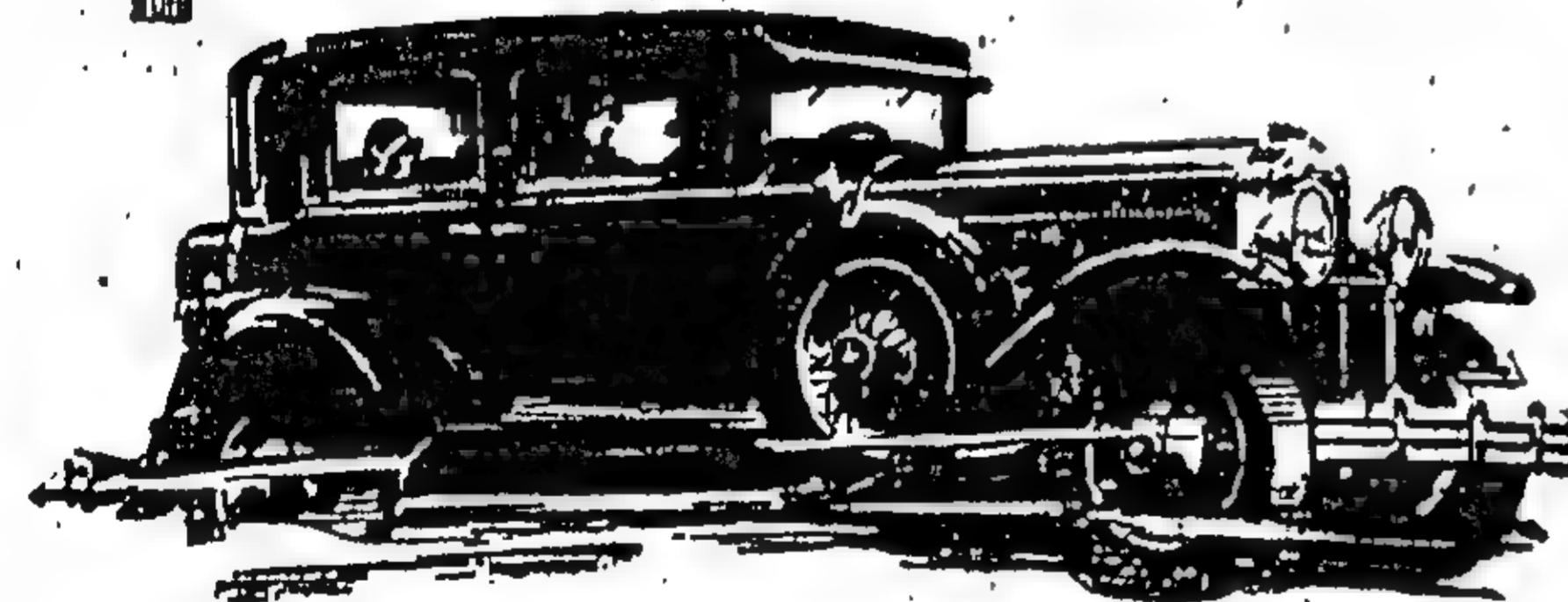
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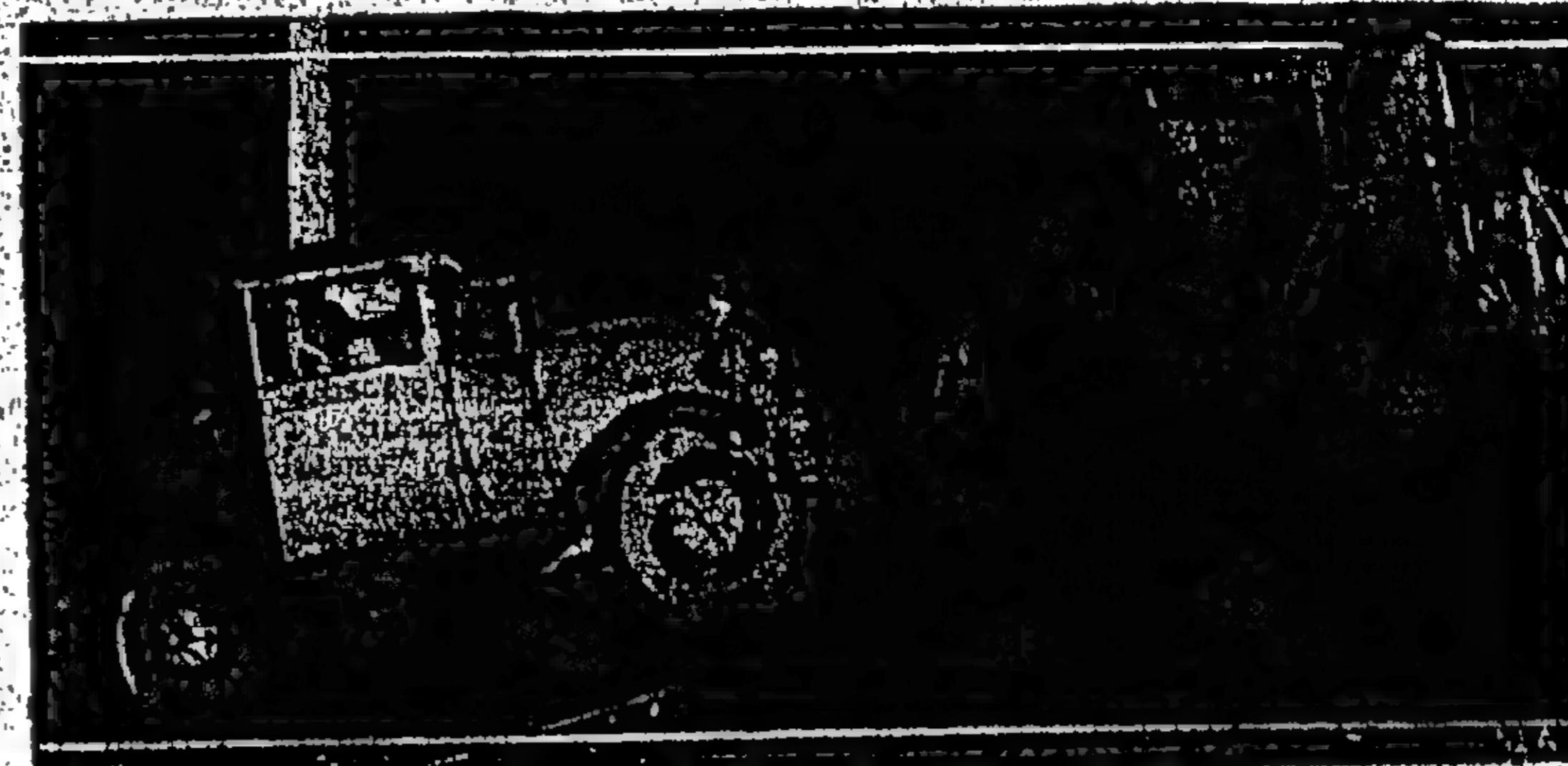
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WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM.

### A HEAD-ON SMASH AS THE RESULT OF CARELESSNESS.



The few local motorists who disregard the common rule which aims at keeping all traffic on its proper side of the road, should take a lesson from the above picture. Three persons were killed, two others, seriously injured as the result of an accident caused by a driver taking a bend on the wrong side of the road. This happened in the United States recently.

### MOTOR CYCLING.

Prosperous British Trade.

### EXPANDED EXPORTS.

Trade returns issued by the Board of Trade for the year ended December 31, 1928, provide very interesting information with regard to the progress of the British Cycle and Motor Cycle Industry.

The total value of exports have expanded to £6,901,800 as compared with the total of £480,081 in respect of imports, so that the British Cycle and Motor Cycle Industry provides a credit item in the National Balance Sheet to the extent of £6,421,119.

It is interesting to compare the value of the export trade in British Cycle and Motor Cycle products with the value of the export trade in motor car and commercial vehicle products, where, in spite of the very greatly increased value per unit, the British Motor Car and Commercial Vehicle Trade provided a credit item for the National Balance Sheet of but £1,648,948, as compared with the figure of nearly £6,500,000 for cycle and motor cycle products.

It is interesting in this connection to note what is the real value of such an export trade.

### KEEPING BUSY.

Thornycroft Orders.

### OVERSEAS DEMAND.

The regular influx of orders for other types of Thornycroft motor vehicles was boosted up to good purpose during one week recently, when contracts were placed for a fleet of 70 2-ton chassis by one large company already running a fleet of Thornycroft, another for 30 omnibus chassis by the Overseas Motor Transport Co., Ltd, and one for 11 30-cwt. chassis by the L.N.E.R. Railway.

During the same week orders arrived from overseas calling for shipments of various types of Thornycroft chassis to Singapore, Holland and South Africa, the latter for a fleet of 6-ton rigid six-wheelers.

It actually provides for the purchase of non-dutiable imports of food and drink for a period of 53 days—or taking into account food and drink upon which import duties are payable—for 414 days. If other British Export Industries were able to achieve the same results there could not fail to be a very improved condition in the international trade position.

### FUEL FROM COAL.

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### "GYRO" SPIRIT.

Plant is being erected in England wherein 25,000,000 gallons of motor spirit will be obtained from coal in the first year of operation. The method used is the "Gyro" process of cracking oil obtained from coal by low temperature carbonisation.

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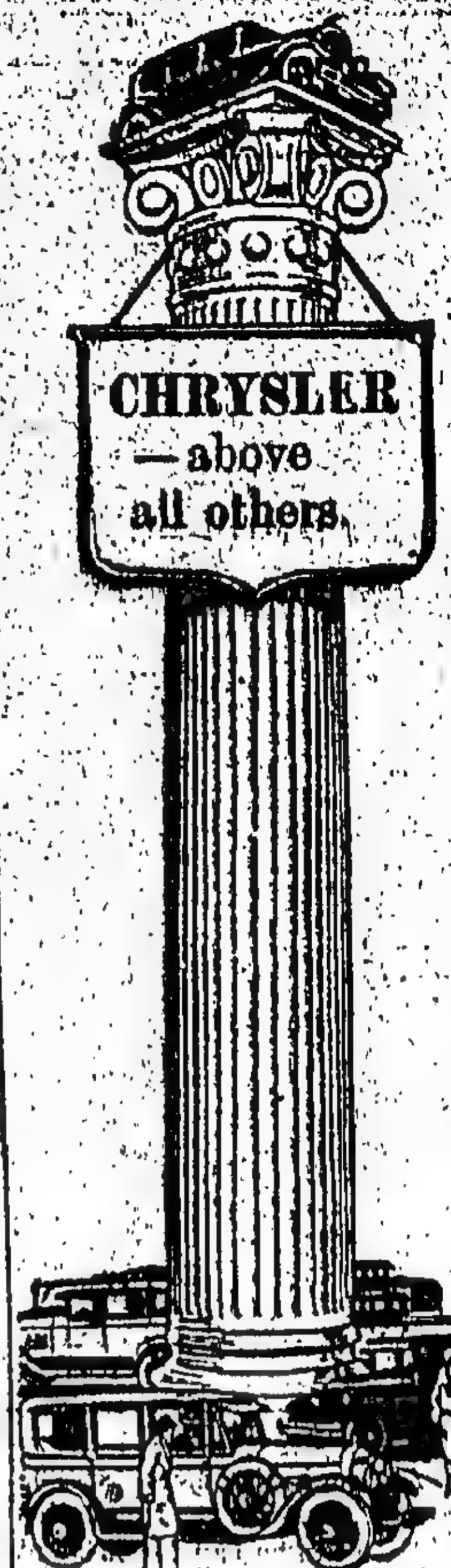
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## MOTOR NOTES FROM GREAT BRITAIN.

[Special Report to the Hongkong Telegraph.]  
[By R.A.C.]

## The Rally Habit.

When last year several English seaside resorts, notably Bournemouth and Southport, arranged Motor Rallies and Concours d'Elegance, it became obvious from their immediate success that they would become as popular in England as on the Continent where they have been regular features for some years past.

By far the best known is the annual Monte Carlo Rally which is now recognised as one of the most important gatherings of motorists in Europe. Competitors start from various points; as far apart as Athens, Riga and John O'Groats end, while it is in no sense a race, a set schedule of time for the distance covered has to be

adhered to, and competitors have to report at certain control stations so that their times can be checked. The awards are made on the basis of the distance covered by the size of the car, the number of passengers etc. Following the arrival at Monte Carlo a reliability trial, hill climb, and parade for judging the condition and comfort of the cars are held.

This year the appalling weather conditions made the event particularly strenuous and out of 98 competitors, only 24 reached their goal within the schedule time. Of these two were Sunbeams, driven from John O'Groats over ice-bound roads and through many miles of dense fog, a total distance of 1,830 miles. The 25 h.p. model

secured the second prize in the Concours d'Elegance and the 20 h.p. car, which was fitted with a "Rally" Weymann body, was awarded a special prize for the excellence of its bodywork.

Another British car which put up an excellent performance was the 14/45 h.p. Talbot, driven by Miss Kitty Brunell, the youngest competitor in the Rally. This car took third place in the 2-litre class in the hill climb, a remarkable achievement for an engine of only 1,600 c.c. and won the Originality prize. The body was a special Weymann Sunshine Coupe which attracted a great deal of attention on the Riviera.

## Two Cars in One.

Undoubtedly the vagaries of the English climate are largely responsible for the fact that open touring cars now form a very small proportion of manufacturers' outputs. At the same time, there are many owners who, while appreciating the comfort of a closed car, would gladly dispense with its roof when the weather is kind and when passing through mountain

scenery. Thus, the sliding roof is steadily gaining ground and some manufacturers are standardising this fitting.

The Standard people have a particularly ingenious type known as the Stanlite sliding roof, which is standardised on their 9 h.p. and 15 h.p. saloons. The driver can, if he wishes, slide the roof open with one hand while the car is in motion and lock it in any desired position. In effect this equipment gives the benefits of two cars in one.

## Ousting the Tram.

The reliability of the modern car is now a by-word, but it is becoming increasingly realised that even these products of engineering skill cannot but suffer severely from gross mishandling in the early days of their existence.

Therefore, manufacturers are adopting methods by which they cannot be over driven during the first 500 miles and the Singer Co. have introduced a very effective arrangement. This consists of a sealed set-screw which controls the opening of the throttle-barrel and it is a condition of the firm's guarantee that this set-screw shall only be removed by a Singer dealer after the car has done 500 miles. Such an arrangement is undoubtedly in the best interests of the owners.

Big mileage figures at very low cost are continually quoted by motorists from their personal experience.

A commercial traveller, for instance, who lately purchased an 18/50 h.p. Star fabric saloon, ran 14,500 miles in the first 9 months, carrying an average load of 4.5 cwt. of samples in addition to a passenger. Over this distance the petrol consumption averaged 21 m.p.g. and oil no less than 2,800 m.p.g. This car, incidentally, has a maximum speed on top of 63 m.p.h. and 43 m.p.g. on third.

When purchasing a new A.C. Aedes 6-cylinder model recently the owner stated that his 4-cylinder model did over 65,000 miles in the 5 years that he had it and did not cost him £5 for spares. During that time it never had a real overhaul and the only compulsory stop on the road was due to a puncture flat.

Colonel Ian Forbes' 14/20 h.p. Wolseley of 1908 has, by now, become quite famous for, apart from this old car's fine running, there are few private motorists who keep such careful records of every item of running costs over a period.

The figures are certainly interesting. Over a total of 101,440 miles the average petrol consumption is 20.96 m.p.g. and the average cost per mile 3.7 pence. This latter includes licences, insurance and sundry repairs and overhauls. Actually, the engine has only seen the light of day three times and the original piston rings, valves and clutch leather are still in use.

## The Question of Components.

Of course, the reliability of the car is largely dependent on its components and of these none plays a more important part than the electrical equipment, which has often been described as the heart of the car. Take, for instance, the case of record-breaking at Brooklands track last Autumn a 1½ litre hyper sports Lea Francis put up a new world's record by covering 960 miles 1,403 yds. in 12 hrs. and the whole strain was borne by the Lucas batteries as the dynamo was disconnected. Various stops were made and each time the starter functioned perfectly while towards

the end the lighting set was used. Then again an Alvis super sports car put up a new record of 960 miles 1,023 yds. and again Lucas equipment functioned perfectly lighting two head lamps with 30 watt bulbs for 3 hours though in this case also there was no assistance from a dynamo.

## MODERN TRAVEL.

New British Liners.

## INCREASED RADIUS.

The three new Armstrong Siddeley Argosy Liners now being built in Coventry for Imperial Airways, Limited, will be equipped with an interesting type of servo lateral control which, when combined with the anti-stalling automatic slots, will make the machines still safer and easier to fly.

The new liners will be fitted with more powerful Jaguar engines of the geared type, and as the propellers turn slower in consequence and are situated farther away from the cabin their noise will be less noticeable.

An improved arrangement of exhaust piping will also decrease the noise, while the comfort of passengers has been further studied by the perfection of a new type of ventilating system and a very attractive interior colour scheme designed by a well-known artist.

Owing to various improvements in design the cruising speed has been increased from 90 to nearly 100 m.p.h. The radius of action has also been increased from 350 to 500 miles owing to the large supply of petrol carried.

## Special Purpose Vehicles.

H.R.H. The Duke of York and other visitors to the British Industries Fair at Birmingham this year were appreciative of the vehicles provided by the organisers to enable them to get from one part to another. The type employed had to be easy to load and unload and, accordingly, the Lister auto-truck was selected and a fleet was kept busy. The accommodation was for 12 passengers.

Auto-trucks are the invention of R.A. Lister & Co. and have made a name for themselves in use in factories, railway stations, docks and such like. Being, petrol driven there is no loss of time incurred for recharging. The power unit is in a 4½ h.p. fan-cooled J.A.P. engine and the truck, in its simplest form, has a carrying capacity of one ton and a drawing capacity of 3 tons. It costs less than £1. a ton-mile to run.

Every now and then road transport vehicles are called upon to carry extraordinary loads. Not long ago, for instance, the skeleton of a 33 ft. Ichthyosaurus, a fearsome marine reptile, was unearthed in the Midlands, carefully divided into suitably sized blocks for travelling, and despatched by road on a Sentinel six-wheeler to the Natural History Museum in London.

A more prosaic but none the less interesting load on another Sentinel vehicle was a 10-ton load of "Renold" chains for one customer, part delivery of a single order. Most appropriately the vehicle carrying the load was fitted as standard, with chains of the same make.

## Dealing With Difficult Loads.

There is undoubtedly an increased demand for special types of vehicles to deal with difficult loads in which a low-loading level is essential. Such objects as heavy electrical machinery and cable drums are obvious instances.

Unfortunately, many of the so-called low-loading chassis on the market to-day are misnamed as will be revealed by a careful examination. A genuine low-loader,

however, is the Latil type NP5LL in which the height of the frame when loaded is actually under 2 ft. from the ground. This is achieved by employing front wheel drive and dropping the frame behind the driver's seat. Thus, a much lower loading line is secured which would be possible with driven rear wheels. The differential gear is carried in the forward part of the gearbox and can be locked if desired from the driving seat. The drive is taken through universally-jointed driving shafts to external toothed final reduction gears which are mounted in oil-tight casings on the front axles.

The name of Scammell is famous in connexion with the transport of huge loads; the 6 and 3-wheeler of this type are in use today in many parts of the world. It is, therefore, interesting to learn that the same firm is building a 14-wheeler capable of carrying the enormous load of 100 tons. This is, of course, only intended for very special purposes such as the carriage of particularly heavy machinery by road. At present such loads are to be seen carried on steel shod trailers with some three steam traction engines drawing them. They do enormous damage to the road surfaces, require about 12 men in attendance, are very slow and have to be replenished with fuel and water every few miles. The new Scammell will have about twice the speed, will carry a crew of 8, be entirely self-contained and can negotiate a gradient of 1 in 9.

## Flourishing Export Trade.

It is exceedingly satisfactory to note that the total value of exports of British cycle and motor-cycle products for 1928 reached the figure of £6,901,800. As £280,681 represents the value of imports there was a credit item in the National balance sheet of £6,421,119. Such a figure actually provides for the purchase of non-durable imports of food and drink for a period of 5.8 days; an interesting commentary on the real value of such an export trade.

Matchless motor cycles have been doing extremely well. Whilst their total deliveries were 18,000 in excess last year and 64 p.c. above the previous year, the export trade was 112 p.c. over last year and 151 p.c. over the previous year.

Incidentally a model V2 racing "Matchless" has recently achieved the honour of being the first motor cycle of its class to exceed 100 m.p.h. in Australia.

Mr. Munro's 9,000 mile ride round Australia on his single-cylinder Ariel was certainly a wonderful performance. Apart from the rider, the machine carried 7½ gallons petrol, 1½ gallons of oil and 1½ gallons of water and a very heavy kit of blankets, clothes, food etc., and yet no mechanical trouble of any sort was experienced. Almost every variety of weather conditions and "road" surface were encountered in the course of this adventurous journey and its successful accomplishment speaks volumes for both rider and machine.

Royal Riders.

Among the latest converts to motor cycling is Prince Carl, junior, of Sweden, who has just taken delivery of an Ariel machine. He is reported to be keenly interested in the mechanical side and to have a distinct leaning towards racing, though it is unlikely that his position will allow him to indulge this.

Prince Nicholas of Roumania has recently purchased a Triumph motor cycle and side car through the company's representative in Bucharest. The roads of the Balkans are not remarkable for their excellency so that it is satisfactory that that Prince Nicholas has selected a machine of a make that is known even in the most remote districts overseas.

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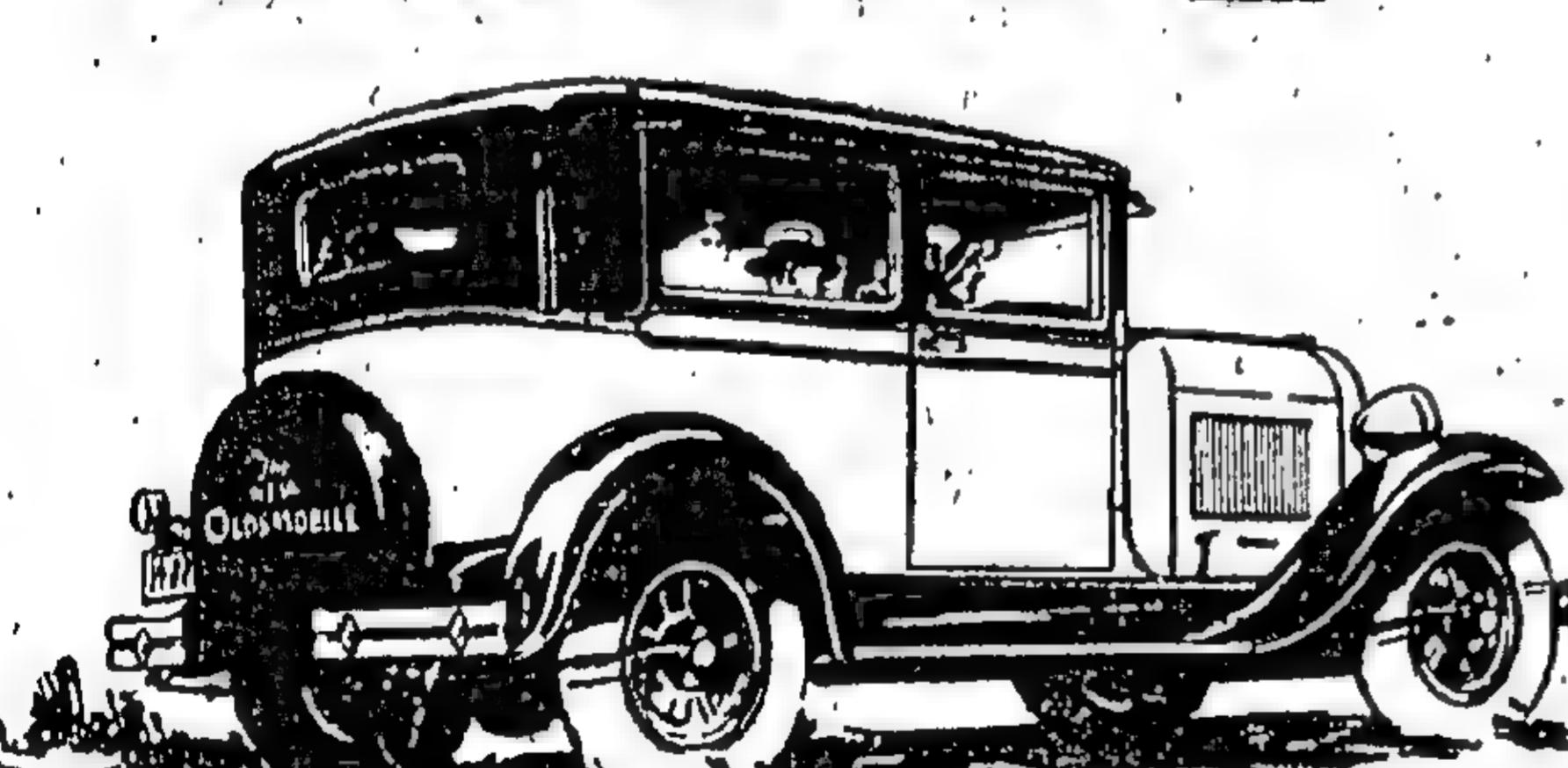
No matter what you might want in accessories we have it.

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Try it in traffic. Pull up abreast of the line at the stoplight and out-sprint the field. See a crowded boulevard. Oldsmobile's sparkling acceleration, finger-tip steering, ROADSTER and positive-acting four-wheel brakes make you master of every situation. TOURING Take it out on the.

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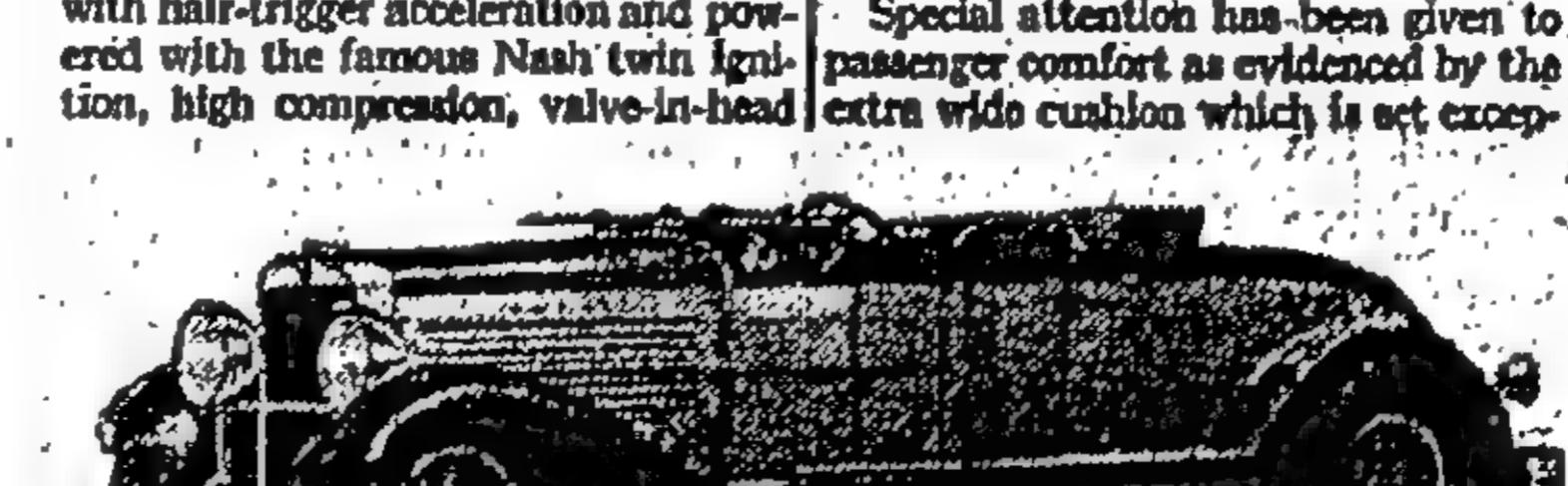
OLDSMOBILE  
PRODUCT OF GENERAL MOTORS

## THE NASH "400" ROADSTER.

At the Chicago Automobile Show on January 26th, Nash introduced one of its smartest "400" cars when the new Special Six Roadster was formally presented to thousands of motorists at the great motor exhibition hall.

The new Roadster—Model 436—was one of the sensations at the Auto Show, because of its rare combination of comfort and style.

Those who delight in a trim open car, swing low to the road, designed with long sweeping body lines, blessed with hair-trigger acceleration and powered with the famous Nash twin ignition, high compression, valve-in-head extra wide cushion which is set except



The New Nash Roadster—Model "400".

motor will positively revel in this new Nash creation.

In appearance it is a color symphony of rich, deep cedar and beige; fenders and upper body in cedar with center side panels in beige.

Five wire wheels, in bright orange color, are standard equipment. Their special design includes extra large hub caps with the hub nuts skillfully concealed.

Additional charm is provided by the horizontal louvers in the hood and the chromium plating of lamp brackets,

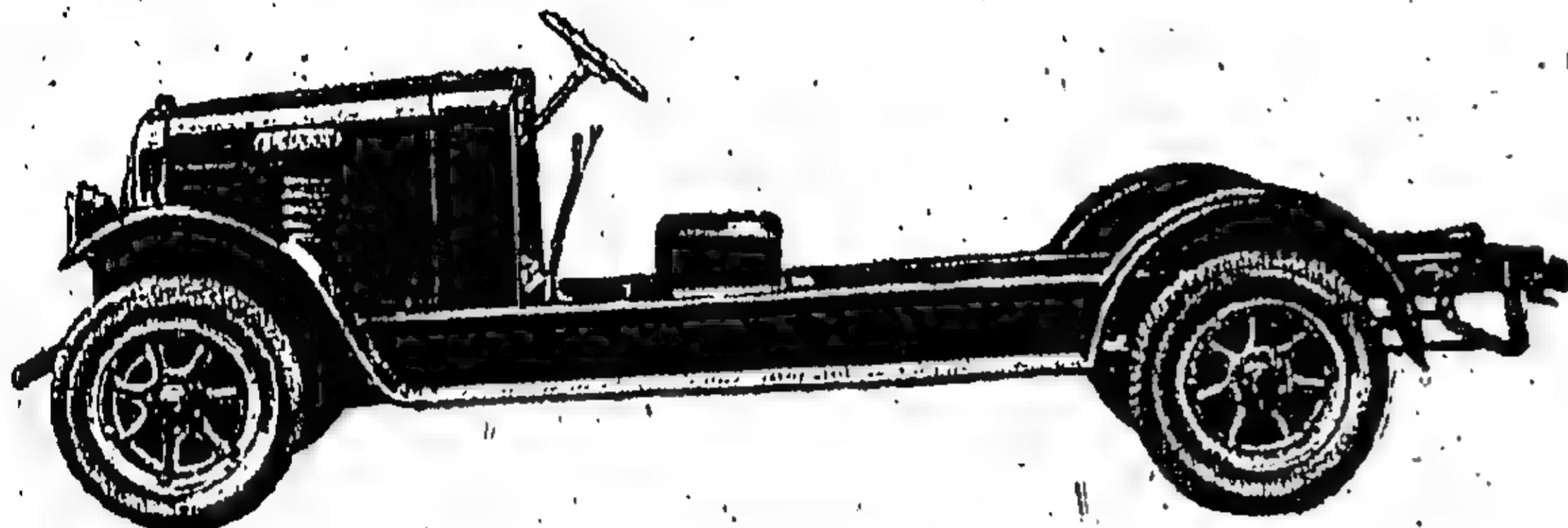
occupants enjoy a feeling of "sitting in the car rather than on top of it." High sides emphasize this new feature which is at present exclusive to Nash.

For the driver and front passenger comfort, an arm rest division is supplied similar to that furnished in the rear seats of Models 464 and 467. An arm rest is also built into each side door for further convenience and comfort.

The new "436" is a car for youth and for those who stay youthful.

**UNMATCHED IN APPEARANCE  
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# BROCKWAY TRUCKS



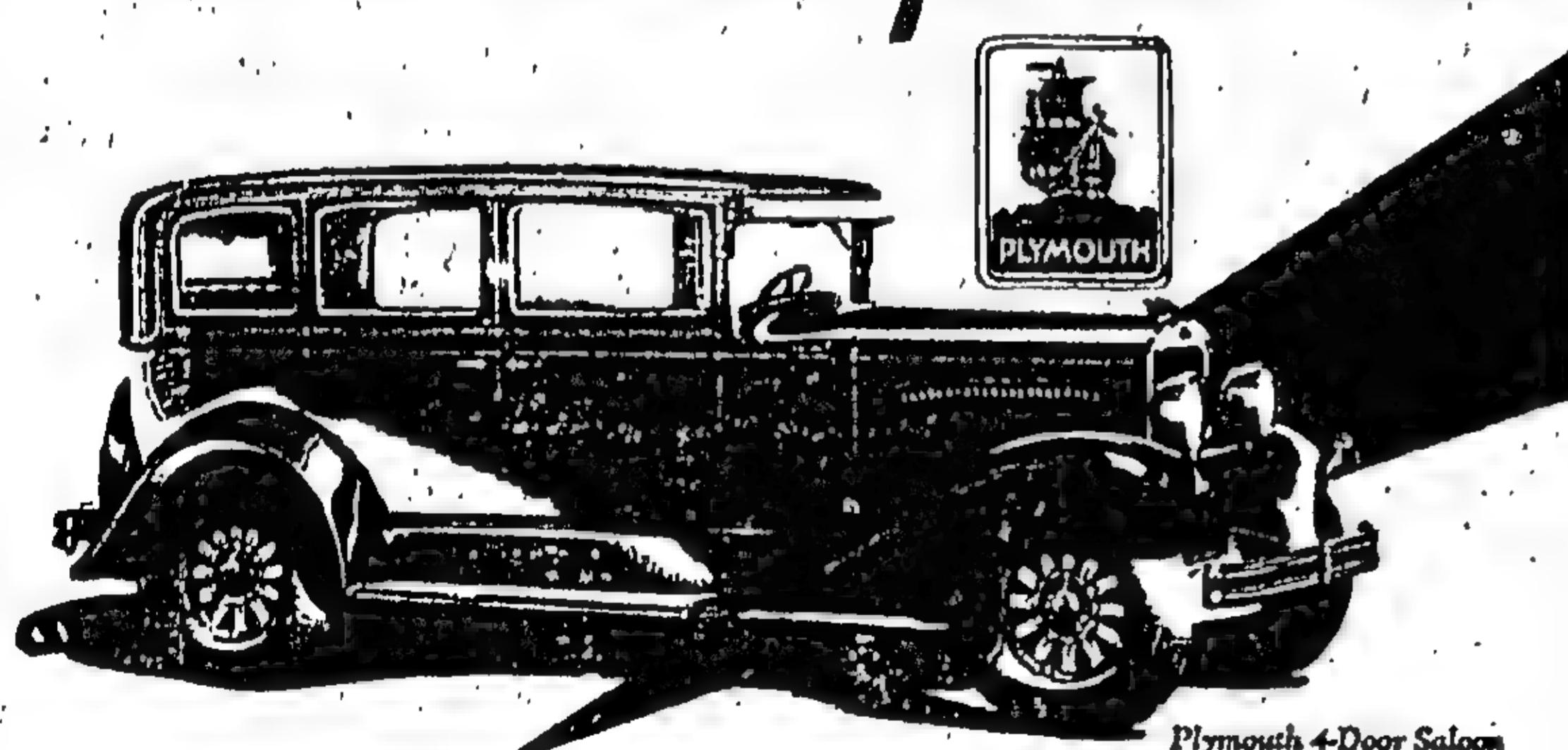
**THE BEST LIGHT TRUCK TRANSPORTATION  
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In sharp contrast with the few other cars of its price group the new Chrysler-built Plymouth offers full-sized bodies, deep, luxurious upholstery with ample room for adult passengers.

The new Plymouth offers also in beauty and original style, in speed, power, quiet and smoothness—the quality you could get heretofore only for far more.

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### THE NOISE QUESTION.

Motor Cyclist's Appeal Allowed with Costs.

#### CASE AT LEEDS.

At the Leeds Quarter Sessions just held, the Automobile Association successfully appealed against the conviction of a motor-cyclist for riding a machine with alleged inefficient silencer.

On behalf of the Police Authorities, it was urged that whilst the silencer was normally an efficient one and in proper condition, on the occasion of the alleged offence, in the opinion of the Police it was ridden in a manner which caused undue noise. For the appellant evidence was given by an A.A. expert to the effect that the silencer was thoroughly efficient and had not been tampered with in any way.

The Recorder Mr. E. A. Mitchell Innes, C.B.E., K.C., intimated that he did not wish to hear any further evidence. He yielded to no one in his hearty dislike and hatred of motor-cycles, but the question was one which had to be decided on the interpretation of the Order. The Order did not mean that a motor-cyclist was to make NO noise in using his motor-cycle, and in his view the silencer was "suitable and sufficient for reducing as far as may reasonably be practicable the noise which would otherwise be caused by the escape of the gases." That seemed to him to put "an end to the case" and the appeal would be allowed with costs.

This decision is of considerable importance to motor-cyclists, dealing as it does with a machine of a type which had been officially certified by the Automobile Association as satisfactorily silenced, the makers being granted an A.A. Certificate of Silencing Efficiency.

#### MOTORS & TRAINS.

Sir J. E. Thornycroft Becomes Rly. Director.

#### A LEADING AUTHORITY

An interesting link has recently been forged between railway and road transport interests by the appointment of Sir John E. Thornycroft to the board of directors of the Southern Railway.

Sir John is managing director of the well-known firm of engineers and shipbuilders, John I. Thornycroft and Co., Ltd., with extensive Works at Southampton, Basingstoke and Reading engaged in the production of ships, motor vehicles and marine engines, which find their way into all parts of the world.

Now that British railways have secured Parliamentary powers to operate motor vehicles great developments are proceeding. The Southern Railway have not yet followed the lead of the Great Western, and London and North Eastern, who have established regular road services of Thornycroft motor coaches or omnibuses, but it is believed that the Southern Railway have intentions of embarking on similar services, and it is significant that prior to joining the railway directorate Sir John E. Thornycroft paid an extended visit to South Africa, where he had an opportunity of investigating the co-ordinate system of rail and road services operated by the South African Railways.

Sir John E. Thornycroft is regarded as one of the leading authorities on motor engineering and transport, for he has been greatly responsible for the wonderful evolution of Thornycroft motor vehicles to their present high standard of efficiency since the original Thornycroft steam wagon, the first self-propelled commercial vehicle to run on British roads, was built in 1895.

#### NOTICE

TO

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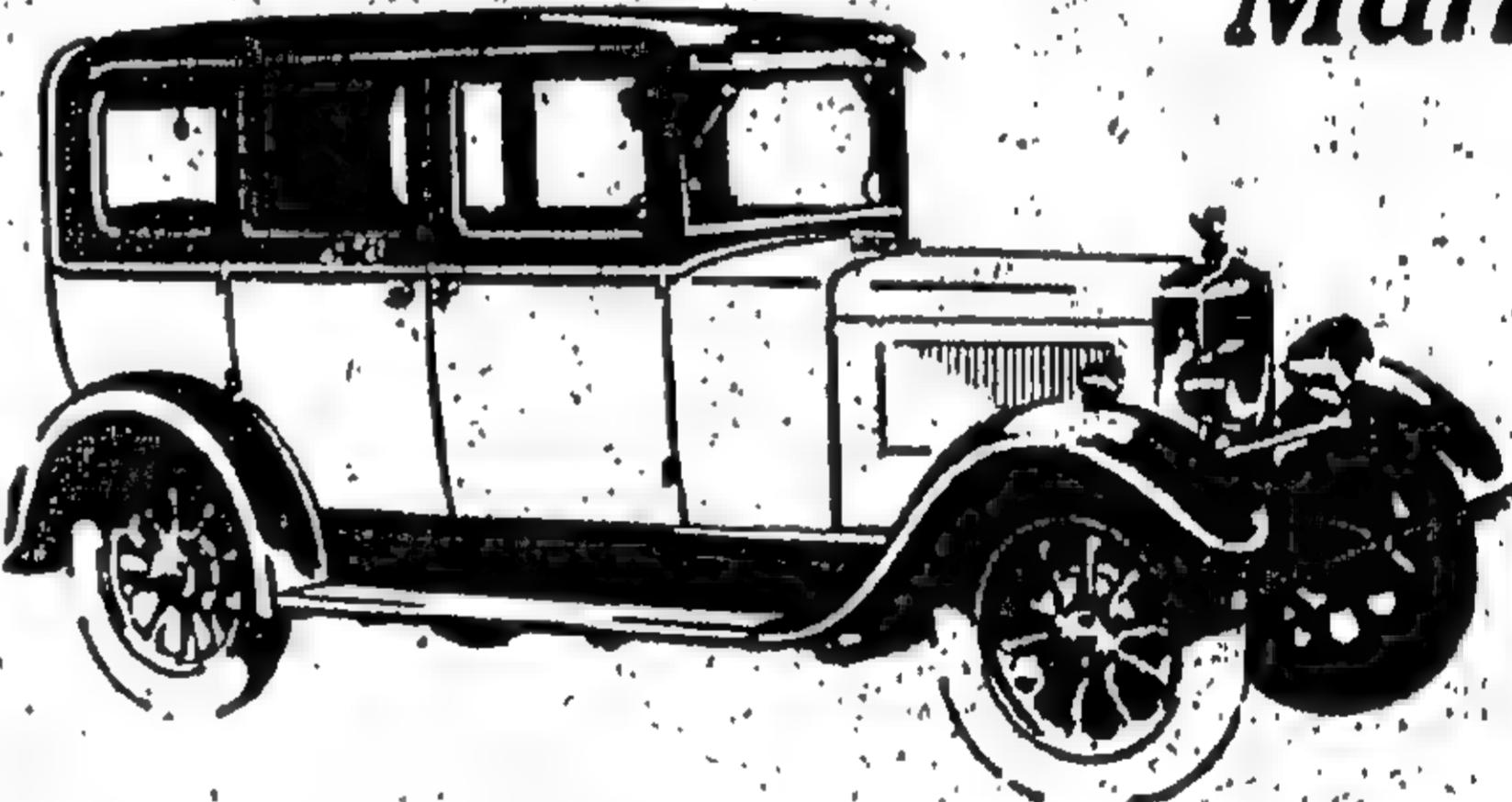
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The reason for such world-wide confidence is the men behind the machine. The men who design with knowledge of conditions, the men who build fine material with expert care to make a car to meet the condition. The result is the Morris car, built to be worthy of your confidence.

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M.P.A. 10

## TOURIST SHIP IN HONGKONG.

## THE "RESOLUTE" HERE ON BIG WORLD CRUISE.

## LEAVES TO-MORROW.

The popular H.A.L. tourist liner *Resolute* arrived in Hongkong yesterday on a world cruise and is due to leave again to-morrow. She is commanded by Captain Fritz Kruse.

During her stay in port the *Resolute* will be thrown open to local residents who desire to inspect her, but applications for tickets for this purpose must be made to Messrs. Jebens and Co., of Pedder Building. Incidentally, there are still a few berths available on this fine ship, and an opportunity is thus provided for those who wish to take part in the remainder of its tour.

After leaving here, the *Resolute* will call at Keeling, Shanghai, Chinwangtiao, (side trips to Peking, Tientsin and "The Great Wall"), Chemulpo, Miyajima, Inland Sea of Japan, Kobe, Yokohama, (side trips to Tokyo, Nikko, Kamakura), Honolulu, Hilo, San Francisco, Los Angeles, Balboa, Colon, Havana and New York.

Thirty Countries. The present cruise of the *Resolute* covers an itinerary that is both comprehensive and unique. Visits to 30 countries and 63 ports and cities are included in the price of the cruise, and some of these places are included in no itinerary but that of the *Resolute*. Furthermore, in arranging this itinerary, care has been taken to avoid countries which are less interesting and to concentrate upon those countries which are strange and fascinating.

Sailing Eastward from New York in early January, it has been possible to meet the best seasons in each country—for instance, the height of the social season in Cairo, India in cool weather like our May, Peking in springtime and—the desire of all travellers—Japan in Cherry Blossom Time.

En route to the Mediterranean, the *Resolute* has called at Madeira and at Gibraltar, including Algeciras, Spain. In the Mediterranean, calls were made at Algiers, the African Riviera; Monaco, Monte Carlo, Montone and Nice, the French Riviera; Naples, Athens, the Holy Land, with an included excursion to Jerusalem; then to Egypt, with an included excursion to fascinating Cairo, the Sphinx, the Pyramids and the Nile, and an optional excursion to Luxor, Thebes and the Tomb of Tut-ankh-Amen. Djibouti, also called at, is in French Somaliland, never visited by any cruise but the *Resolute*.

Nearly 400 Passengers.

This is the sixth world cruise of the *Resolute*, and she has on board 379 passengers, these comprising many eminent citizens of the United States, Germany, Spain, France, Switzerland, Cuba and South America.

Among the more prominent aboard are Mrs. William Hamilton Bayly, honorary president of the Young Women's Christian Association, of Washington; Judge Abram I. Elkus, of New York City, United States Ambassador to Turkey from 1916 to 1920; Laura Rossing (Mrs. John E. Finnall of Hollywood) of Hal Roach Comedy fame; Oran McCormick, publisher of "Modern Shoemaking International," of Boston; Henry Lee Norris, Director of Works of Columbia University, New York City; Jefferson Penn of Reidsville, N.C., manufacturer of "Lucky Strike" cigarettes; T. F. Thiele of Fort Wayne, Ind., retired president of the Wayne Knitting Mills and the Thiele Hosiery Company of Los Angeles; Rev. John A. Wade of New York City, rector of St. John's Cathedral and chaplain of the New York police department, and Mrs. Simon Wolf of Washington, D.C., widow of the late Hon. Simon Wolf, former United States Minister to Egypt.

Among an independent party of nineteen who left the *Resolute* at Bangkok to visit the ruins of Angkor-Wat in Cambodia, and who are rejoining the ship in Hongkong, having arrived from Saigon by local steamer on Wednesday, is Mr. Max Epstein, president of the General American Tank Car Corporation, his wife and daughter, Lucille, of Chicago. Miss Katherine Elkus, daughter of Judge and Mrs. Elkus, is also with the Epstein party.

Local Trips.

During their three days in Hongkong the *Resolute* passengers will visit the Peak, Repulse Bay and either Macao or Canton. Yesterday afternoon and evening, after dinner at the Hongkong Hotel, they were free to visit the shops and cinemas. Forty-five left on the nightboat last evening for Canton 150 more going by day boat this morning. They will all return from Canton to the Ro-

## WHEN WE LIVE IN GLASS HOUSES.

## STEEL CITIES OF THE FUTURE.

Life in labour-saving glass and steel houses, furnished with artistic steel furniture, was pictured by Mr. Howard Robertson, the well-known architect, in a lecture before the Architectural Association.

The house of the present, he said, was cold and uncomfortable—that of the future would be a "machine to live in."

It would have windows on all sides and a garden on the roof. Smoke, by a central electricity supply for heating as well as cooking, would be eliminated, while burst water-pipes, which he described as worse than bad architecture, would be unknown.

## No Traffic Dangers.

The city of the future, said Mr. Robertson, would be one of glass-enclosed buildings, higher than they were now, but of uniform height, and roof walks along which the pedestrian could stroll or shop immune from traffic dangers.

"The roofs of London," Mr. Robertson added, "as we see them today form one vast space. With our steep roofs we lose the opportunity for a magnificent thoroughfare—in the city of the future it may be practicable to walk upon the roofs from one end of it to the other."

The new Regent-street represented to him a street of lost opportunity. "Picture it as a two-level street, with pavements and shop windows at first floor level, and with a great sweep of garden terrace on the roof. It would have been one of the architectural glories of Europe."

## THE LAW OF THE ESSAY.

(Continued from Page 8.)

most inevitably also will he use some description, and often most of the essay will be the presentation of visual pictures. His reflection will take the form of exposition, however brief and conversational; he may as often become generally argumentative and even oratorical—for a phrase or two, here and there; he knows that he has the resources of dialogue always at hand to make his sentiments more intimate and personal.

Together with all freedom to introduce appropriate quotation, either in prose or verse, our essayist thus commands the range of all types and what is still more astonishing he can use them all within a single unit.

Outlined in this brief glimpse, such liberties would appear to lead the writer into an irresponsible vein and fragmentary results. How can he possibly fuse so many kinds of literary forms into a unified whole? Perhaps you will say that his salvation is, like the lyric poet's, to achieve consistency of tone or mood, and indeed this is the secret of his successful blending of many diverse elements. Which does not mean that he cannot run the gamut of moods within his unit; he may pass without warning from the gay to grave, from the most lightly whimsical to the most solemn earnest (though he must not strain the latter for long). Yet underlying these fluctuations of mood must run a subtle undercurrent which can be divined rather than analyzed. And this is the only law of the essay. It is the law (may we not say?) of the friendly letter, in which amid all the miscellaneous narrative, description, and divers sentiments the unifying bond is woven by the personality of the writer. What unique liberties then does the friendly essayist enjoy! Even the one law which he must obey is itself his highest privilege, the privilege of being his truest and most interesting self.—P. K. in the *Christian Science Monitor*.

solute about midnight. Those not making the Canton optional are visiting Macao to-day, leaving the *Resolute* at 8 a.m. and returning thereto in time for dinner.

On Easter Sunday, after a sunrise service aboard the *Resolute*, the full complement of visitors will make the excursion to the Peak and to Repulse Bay, half of them going to the Peak in the morning and to Repulse Bay in the afternoon and the other half reversing the programme. The "Resolute" will sail at 8 p.m. on Sunday, for Keelung, Formosa, where she is due to arrive at 6 a.m. on Tuesday.

The *Resolute* is 618 feet long, 72 feet wide, is 50 feet above the water and has a draft of 32 feet. Her gross tonnage is 19,692, with a capacity for 3,229 tons of fuel. Built exclusively for de luxe cruising, with no cargo facilities whatever, she is not only one of the most beautiful and luxurious steamships afloat, but is known around the world to-day as the "Queen of Cruising Ships."

## SUDDEN DEATH OF A GOVERNOR.

## NOTED QUEBEC STATESMAN PASSES AWAY.

## SIR LOMER GOUIN.

Quebec, Mar. 29. The death took place suddenly to-day of the Lieutenant-Governor, Sir Lomer Gouin, whilst he was proceeding to prorogue Parliament.—Reuter.

Sir Lomer Gouin, the French-Canadian lawyer and statesman, was born at Grandineau, Quebec Province, in March, 1861, his father being a doctor. He was educated at Sorrel, Laval and Laval University. In 1884 he was admitted to the Quebec bar and in 1900 became a Q.C. He was one of the leaders of the provincial bar and practised in Montreal. The Quebec representative on the

## INVESTITURE.



H.E. the Governor investing Mr. A. Morris with the insignia of a Serving Brother of the Order of St. John at the annual inspection of the Ambulance Brigade on Tuesday last. (Photo: A. Fong).

boards of several large Canadian financial institutions, he was also director of some industrial undertakings.

He was a member of the Quebec Provincial Parliament from 1897 to 1920, first for Montreal and then for Pointe-aux-Trembles. He was elected to the Public Instruction Council in 1898 and appointed Minister of Colonisation and Public Works in 1900. From 1905 to 1920 he was Premier and Attorney-General of Quebec. He was knighted in 1908 and made K.C.M.G. in 1913.

Attempts were made by Sir Robert Borden to get him to join his Coalition Ministry, but these failed and subsequently Gouin declared his allegiance to the Liberal Opposition. He entered the Federal Parliament in Dec. 1921, when the Liberals came into power, as member for Laurier-Outremont and was appointed Minister of Justice in the Cabinet of Mackenzie King, a post which he held until Jan. 1924. In May, 1922, he started a fund at Montreal to aid the French franc.

Gouin, who was President of Montreal University, married, in 1888, a daughter of Honore Mercier, ex-Premier of Quebec.

## Simultaneous Advance.

Nanking, Mar. 28.

Following swiftly the issue of a manifesto stating that "the die is cast and the Nationalist Government cannot turn back until the Kwangtung-ites are defeated and the country again united under the same banner" the Nationalist military authorities have ordered Chu Pei-ting, commanding the First Route Army, Liu Chih, commanding the Second Route Army, and Han Fu-chu, commanding the Third Route Army, to "advance simultaneously into Hunan and Huping."

Meanwhile precautions are being taken to safeguard the Tientsin-Pukow Railway.—Reuter.

## EXECUTION AGAIN DENIED.

(Continued from Page 8.)

Mr. Ting Wei-fen, Mr. Tan Yen-kuai, Mr. Tai Chi-tao, Mr. Yu Yiu-jen, Mr. Sun Fo, Mr. Yeh Teu-chang, and Mr. Chen Kuo-fu.

The following appointments were also announced:—General Lu Chung-hu as Acting Minister of War in the absence of Marshal Feng Yu-hsiang; Mr. Chang Chun as Mayor of Greater Shanghai in succession to Mr. Chang Ting-fan; and General Ho Ying-ching as Inspector-General of the Military Training School and concurrently Chief of Staff to the National Army in succession to Marshal Li Chai-sum.—Reuter.

## Canton Trouble.

Considerable excitement was caused in Canton on Thursday evening when 700 soldiers, belonging to the Training Corps of the 11th Nationalist Army, stationed in suburbs of Honan Island, were disarmed by Marshal Li Chai-sum's

"What's wrong?" he asked. "It's wholesome if uninteresting."

"No doubt," was the reply. "But in Italy we do not eat vermin."

"Rice—vermin?"

"Si, si, I know enough English for zat. Mouse, plural mice: rates, plural rice."

"We don't wish to be uncharitable towards the artiste, but we can only allow them a very small place in matters scientific."—Professor A. S. Eddington.)

My dear Professor, do not deem

Art needs your charity, or

dole,

Seeking permission for its soul

Within your ever-changing

scheme,

Good-will would, artists soon

enrol

And waken Science to nobler

dream;

But is it strange that they blas-

phem?

Before an arrogance so droll?

Both Art and Science men de-

mand,

Since both belong to daily

bread;

And what you scorn shall ever

stand.

For vital truth where love is

fed.

Not Art spewed poison-gas and

bombs

That sent the millions to their

face.—Reuter.

## Guarantor's Suicide.

Shanghai, Mar. 28. Wu Tze-hui, who was one of the guarantors of Li Chai-sum's safety, when the latter went to Nanking, is reported to have committed suicide, feeling that Li Chai-sum's reported execution was a disgrace which he could not face.—Reuter.

## To-day's Ghost Story.

"I had gone down to a friend's country house to shoot, and about eleven on the night of my arrival he took a candle to show me to my room, with a big mastiff following us. We turned into a long corridor about ten feet wide, and shut the door behind us. When about half-way down we heard the door we had shut being opened, and felt a cold draught blowing in. There was no sound, but a feeling that some presence was approaching, and this was strengthened by the behaviour of the dog, whose hair bristled as he growled and slunk up against his master. Somebody or something appeared to pass us in a cold gust, and then the door at the other end of the passage opened and shut."

"My friend told me then that a former occupant had been killed in the room at the end of the passage, and was supposed often to visit his old quarters. I should not have been much impressed had it not been for the conduct of the dog, which certainly was aware of something we did not see."

Husband at Willesden—I am out of work, but my wife is living in luxury on a pound a week.

Question at Shoreditch County Court—Did you hear her swear? Man—She looked as if she was going to, so I walked away.

Clerk at Highgate, to a woman with a grievance against a Government department—You ought to consult the officials. Woman—Insult, did you say? I have done that already. Clerk—No, consult. Woman—I have done so, but they say I have insulted them.

"Children, cooking, and church" are the three "Cs" for women in the home, it was decided at a group meeting of American Y.M.C.A. men. It is to be expected that some fair one will retaliate with three practical "Ds" for husband—dollars, devotion, and more dollars.

Five dollars is cheap for a life, but that amount is what cost the life of Charles De Persia recently in Brooklyn, U.S.A. De Persia hired a man named Marino to paint his car for \$15. When the job was finished, De Persia didn't like it and he paid Marino only \$10. Later they met and Marino shot De Persia through both lungs.

## The Very Idea!

Clank! Here comes milady, now. Italian ladies are wearing aluminum brocades and London dancers are saying shoe leather by wearing aluminum shoes.

And that isn't all. All-metal clothing for men and women is a possibility since science has perfected methods of turning sheet metal into pliable, strong and cheap dress material.

A news note of "all-metal" wear says "flying and motoring kit made of aluminum, specially impregnated, will be entirely fireproof and the overcoat may be lined with leather, fur or rubber for special warmth."

An Englishman was entertaining an Italian friend, whose knowledge of the English language was limited to dinner. Rice pudding appeared on the menu, and the Englishman was surprised to see his guest regard it with disgust.

"What's wrong?" he asked. "It's wholesome if uninteresting."

"No doubt," was the reply. "But in Italy we do not eat vermin."

"Rice—vermin?"

"Si, si, I know enough English for zat. Mouse, plural mice: rates, plural rice."

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Seeking permission for its soul

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Good-will would, artists soon

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And waken Science to nobler

dream;

But is it strange that they blas-

## PENINSULA HOTEL

## CARNIVAL DINNER DANCE

Easter Monday, 1st April, 1929  
at 8.30 p.m.

Dinner \$4.00 per head.

Tables may be booked at the

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## THE QUEEN OF MYSTERY

IN A BEWILDERING PERFORMANCE  
OF THOUGHT READING, AND  
MENTAL TELEPATHY.An excellent attraction no  
one should miss!TO-MORROW TO  
WEDNESDAY

AT ALL PERFORMANCES. USUAL PRICES.

## HONG KONG BENEVOLENT SOCIETY.

(Founded 1880)

A concert of Light Music will be held in the hall of the Helena May Institute at 5.30 p.m. on April 16th, 1929.

TICKETS \$2.00 each may be had from  
Members of Committee—at Messrs. Anderson's, Ice House Street and at the Helena May Institute.STAR THEATRE  
RETURN SEASON  
OFTHE NEW BANVARD  
MUSICAL COMEDY CO.with  
THE BANVARD BEAUTY CHORUS  
in a repertoire of  
LONDON'S LATEST MUSICAL SUCCESSESTO-NIGHT AND SUNDAY  
MARCH 30th and 31st

The big London and New York success

## "LIDO LADY"

First time in Hongkong.

MON. &  
TUES.,  
April  
1 & 2"BY REQUEST"  
THE NEW REVUEWED.,  
April  
3rd"CLOWNS IN CLOVER"  
FROM THE ADELPHI THEATRE, LONDONBooking now open at MOUTRIE'S and THEATRE  
Prices: \$4, \$3, \$2 and \$1.

## THE WORLD OF SPORT

TENSE FIGHT FOR  
LEAGUE TROPHY.RESULT OF CHINESE GAME  
MAY DECIDE.

## TO-DAY'S PROGRAMME.

[By "Wanderer"]

The championship of the Senior Division of the League, the subject of greatest interest in local football circles, may be brought nearer settlement as the result of to-day's matches.

Two of the contenders, the Chinese teams, are in opposition, and a victory for Chinese Athletic would probably settle the matter. It is by no means certain, however, that they can win against South China, who despite their loss in mid-week are in good form.

The full fixture list, together with grounds, times of kick-off and referees appointed is as follows:

## Senior Division.

Chinese Ath. v. South China—Club, 4.45 p.m.—Mr. Smith.  
K.O.S.B. v. Kowloon—Sookumpo, 4.45—Mr. Atkinson.  
Small Units v. Club—Chatham Rd., 4.45—Mr. Cowan.  
Navy v. Police—Caroline Hill, 4.45—Mr. Stokes.

## Junior Division.

Eastern v. K.O.S.B.—Chinese, 3 p.m.—Mr. Swallow.  
Somerford v. Navy—Chatham Rd., 3 p.m.—Mr. Lee.  
Kowloon v. H.A.—Kowloon, 3 p.m.—Mr. Hatwell.  
St. Joseph's v. S. China "B"—St. Joe, 3 p.m.—Mr. Anderson.  
Athlott v. Recreio—Club, 3 p.m.—Mr. Willis.  
Small Units v. R.A.F.—Sookumpo, 3 p.m.—Mr. Masters.

## Important Games.

There is a certain amount of interest attaching to all games this afternoon. The Chinese match may go either way, the very distinct contrast in styles rendering judgment difficult. I rather fancy the open play of South China will prove the decisive factor, always providing their shooting is up to scratch.

The Police are also well in the championship race and they are up against a fairly stiff proposition in the Royal Navy. Unfortunately (or fortunately as the case may be), the Navy are not by any means the side they were a few weeks back. It should be a hard game, with the odds a shade in favour of the Police.

Interest in the Kowloon-K.O.S.B. is not so much concerned with the league problem as a test of strengths. Kowloon are still endeavouring to solve their centre-forward problem and Hannan has been introduced from the reserve team to show his paces. If he makes full use of his speed, the move should prove a good one.

The Borderers are in fine fettle and should win, but Kowloon will certainly make them go all the way.

The Club match against the Small Units looks like an easy thing for the Club. The Units, however, have not yet given up hope of obtaining a point before the end of the season, and the Club will have to play hard to win.

## An Object Lesson.

Critics of local football are sometimes very disparaging of the general standard of play in the Colony, but an interesting item of information has been kindly passed on to me by Mr. W. E. Hollands, which may possibly be used to advantage by the enthusiasts.

It is contained in a report of a Second Division match at Home between Southampton and Bristol City, which discloses that Douglas Vernon, of the R.A.F., who played in Hongkong football throughout last season, is now playing at centre-forward for Southampton and pleasing his selectors.

Vernon will be remembered as a robust player with a powerful shot; he played in one or two representative games notably for England in the International Charity Cup Competition.

Of his debut in the Southampton team, Commentator of the Football Echo writes: It is not wise to judge a player on one game, and the amateur, whom the Saints introduced to league football in this game must await further tests. He will undoubtedly be given other opportunities to confirm the good impression he made in this match at Boundary

## TENNIS TOURNEY.

RUMJAHMS IN FINE FORM  
IN SEMI-FINAL.

## JAPANESE OUSTED.

While Honda and Akiyama fought valiantly in the closing stages, they were no match for S. A. and H. D. Rumjahn (holders) in the semi-final of the Open Doubles on Thursday evening. At one time, following the loss of the first set, an overwhelming victory for the Rumjahns seemed likely, but they seemed to lose patience with the steady defensive tactics of their opponents, hitting recklessly for a space, and the match went to five sets.

Honda and Akiyama began strongly, and some nicely placed shots by the former enabled them to take the first set at 6-3. The Rumjahns, however, played brilliantly in the second set, taking it at 6-1, and carried all before them in the third, which they won 6-0.

The Japanese pair were content to lob the ball back in the face of a persistent attack by the Rumjahns, but the latter pair's overhead game was almost perfect. On the whole, they appear to be much steadier as a pair than ever before, H. D. Rumjahn having improved his service immensely.

A spell of attacking by Honda and Akiyama enabled them to take the first three games in the fourth set, and though the Rumjahns responded well to draw up to 3-4, the set eventually went to the Japanese at 6-3.

The Rumjahns proved their superiority in the final set, and took the match comfortably. Honda and his partner made a big effort, but were caught napping by some brilliant shots: Honda was rather out of form, few of his cross-court drives coming off. He was at his best at the net where he made full use of his opportunities.

The full results of Thursday's matches are appended:

Open Singles Championship:—L. Goldman beat Cheng Chi-wing 6-0, 6-3, 6-1; Lim Peng-chin beat J. Hale 6-3, 8-6, 8-6.

Open Doubles Championship:—S. A. and H. D. Rumjahn beat T. Honda and T. Akiyama 3-6, 6-1, 6-0, 4-6, 6-3.

Club Championship:—S. E. Green w. c. from L. Forster.

Handicap Singles "B":—T. J. Price (owe 2/6) beat E. J. R. Mitchell (owe 5/6) 6-2, 6-1, E. R. Price (rec. 4/6) beat A. C. I. Bowker (owe 2/6) 6-4, 6-4.

Park. Vernon appeared to me to be a thoughtful player. He did not dash wildly about in a frantic attempt to "make good." Instead he quietly took up position, and always tried to do the right thing with the ball. Naturally he did not always succeed, but his ideas of the play of a centre-forward were correct. He is a big fellow, and if he does not "barge" about the field he can use his weight when needed. He once bounded one of the Oldham backs clean into the net. This back and Hacking were together; the goalkeeper dodged Vernon, but the back had to "go." Vernon has a likeable personality, and quickly settled down on friendly terms with the other players.

A Devonian, born at Plymouth, he entered the R.A.F. as a lad, and is now only 23 years of age. He is the Royal Air Force centre-forward, has now served his period abroad, for he was among the troops sent out to China when the crisis arose, and is likely to be available for the Sultans when they require him, except when particularly important Service matches are down for decision.

## Exhibition Game.

On Easter Monday at 5 p.m. the combined Chinese will play an exhibition game with a team chosen from the rest of the Colony.

The following have been selected to represent the rest: Clarke (Police), Dodson (Small Units) and Baker (Navy); Everest (K.O.S.B.), Oram (Police), Capt., and Hoddy (Kowloon); Barkham (Navy), Stock (R.O.B.), Peacock (Navy), Kermick (Navy) and Butcher (Somerford). Reserves—C. Pile, T. Pile, Downman and McGlinchey.

Prior to the exhibition game, a junior League game will be played between the Navy and Athletic. Kick off for this game is 3 p.m. Referee, Sgt. Bunting, K.O.S.B.

## THE EASTER RACE MEETING.

"RINGTAIL" TIPS SOME  
FANCIED PONIES.

Prospects for the meeting at Happy Valley, which opens to-day and will be continued on Easter Monday, are particularly bright. The course, despite the heavy rainfall which occurred yesterday, is in very good condition, and, providing the weather remains fine, I have no doubt we shall see some very interesting events, especially amongst the "A" Class ponies.

The Aggregate Stakes is the feature of the card, and, in the absence of some of our best ponies who have gone for a rest to the North, this event will probably be accounted for by Christmas Chimes, who is about the pick of those who have been kept over.

There are two interesting events for subscription grillins and other events for handicap contenders, all of which provide keen contests. My selections are:

## 1st Race.

1 Bulteel's Mount

2 Bakers Bay

3 Winsome Stag

## 2nd Race.

1 King's Falloch

2 Blue World

3 Thunderbolt

## 3rd Race.

1 Dark Eyes

2 Tangle

3 Zephyr

## 4th Race.

1 Christmas Chimes

2 Duke of Chantilly

3 Chesapeake Bay

## 5th Race.

1 Bulteel's Mount

2 Monterey Bay

3 Peck or Pickle

## 6th Race.

1 Mowgli

2 U. U. II

3 Fifty-Fifty

## 7th Race.

1 Lock Elive

2 Ptarmigan

3 Sopron

## 8th Race.

1 The Pheasant

2 Lock Ash

3 Dark Eyes or The Ape

## 9th Race.

1 Town Hall

2 Grand Tattoo Eve

3 Buater

## FANLING GOLF.

STARTING TIMES FOR SUNDAY  
AND MONDAY.

The following starting times for the old course at Fanling have been drawn:

Sunday.

9.23 a.m., J. S. McLaren, L. B. An-  
drews.  
9.28 a.m., A. E. Lissaman, N. H. Littlejohn.  
9.30 a.m., H. A. Lamont, D. J. Gilmore.  
9.40 a.m., G. E. Mitchell, E. D. Black.  
9.44 a.m., W. K. Tait, F. Syme

Thomson.

9.48 a.m., E. P. Streetfield, G. E. Tyler.  
10.03 a.m., A. Eagar, A. Piercy.  
10.05 a.m., T. L. Lay, H. U. Ireland.  
10.00 a.m., N. L. Smith, I. W. Shawan.10.04 a.m., E. P. Fletcher, J. S. Dykes.  
10.08 a.m., A. Webster, W. Kay.  
10.12 a.m., A. Sommerfelt, T. S. Whyte Smith.  
10.16 a.m., D. G. G. MacDonald, R. H. Hollis.10.20 a.m., A. B. Purves, E. de Voeux.  
10.24 a.m., A. H. Ferguson, I. H. Gear.10.28 a.m., S. T. Butlin, C. Mycock.  
10.32 a.m., W. J. Roberts, H. D. Brown.10.36 a.m., G. B. Brown, H. A. Mills.  
10.40 a.m., J. P. Sherry, W. Clark.  
10.44 a.m., E. D. Lawrence, E. K. Hopburn.10.48 a.m., A. Leach, A. D. Humphreys.  
10.52 a.m., A. O. Brown, T. L. Christie.10.56 a.m., G. F. Judd, S. M. Walker.  
11.00 a.m., M. D. Scott, F. H. Swayne.

11.04 a.m., W. Stewart, G. B. S. Thomson.

11.08 a.m., E. C. Frederick, G. Morris.

11.12 a.m., J. Morris, S. S. Perry.  
11.16 a.m., S. S. Robertson, D. S. Edward.

11.20 a.m., Comdr. Brown, R. Young.

11.24 a.m., G. W. Sowall, E. Lewis.  
11.28 a.m., J. Cameron, F. A. Forster.

12.00 a.m., G. B. Riggs, G. B. S. Thomson.

12.02 a.m., R. K. Hopburn, E. Gilmore.

12.36 a.m., W. L. Dunbar, J. S. MacLaren.

12.40 a.m., G. E. Holmes, A. D. Humphreys.

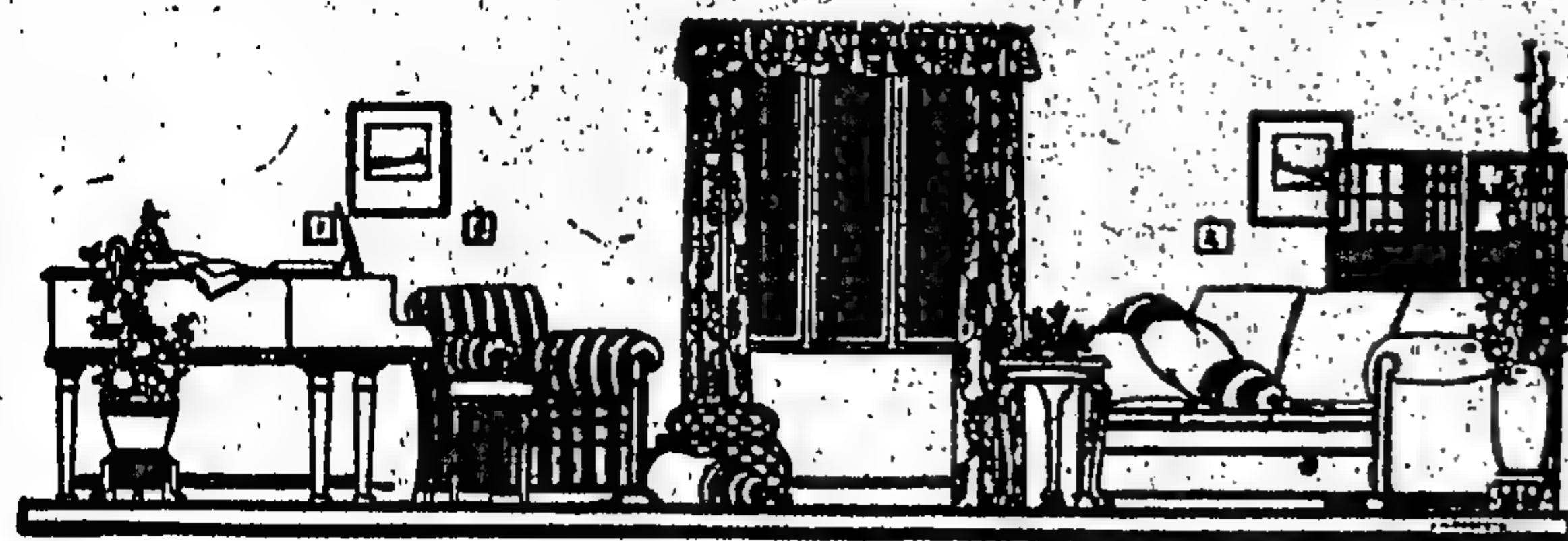
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12.48 a.m., K. Groig, I. H. Gear.

12.52 a.m., W. Clark, S. S. Perry.  
12.56 a.m., G. R. Horridge, W. L. Alexander.

1.00 a.m., C. C. Stark, T. Lay.

1.04 a.m., L. Yates, W. A. Cornell.  
1.08 a.m., H. G. Howard, J. M. Norris.1.12 a.m., G. Davidson, P. Jacks.  
1.16 a.m., R. A. Green,



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Commodore R. A. S. Hill.

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## "THE DOVER ROAD"

a comedy in 3 Acts by

A. A. MILNE

6th, 9th, 11th, 12th & 13th April  
at 9.15 p.m.

50% of the profits will be given to

## THE MINERS' FUND.

Full Royal Marine String Band of H.M.S. "Cornwall"  
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Captain the Hon. W. S. Leveson-Gower D.S.O., R.N. and Officers.

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SERVICE MEN IN UNIFORM HALF PRICE TO \$1.00 SEATS.

### FOOTING THE BILL.

#### RIDDLE OF GERMAN PAYMENT.

Paris, Feb. 27.

Alarms and excursions are keeping alive the interest in the Experts' Committee during the interval between the full sessions.

The suggestion of the Pan German "Lokalansager" that the reparations problem will be settled on the basis of 35 annuities with a total debt amount of 25 to 35 thousand million marks (\$1,250,000,000 to \$1,750,000,000)—a sum which the paper describes as "perfectly insupportable and beyond the capacities of the Reich," though lower than suggestions made so far on the Allied side—is dismissed as palpable propaganda.

There is as yet no authentic indication of definite figures, but I learn from an excellent source that the difference between Germany's and her creditors' views is likely to be very wide.

Moreover, the division of the annuities into sections is not a German proposal, but, as described in the *Morning Post* of Friday, is being studied by the Five, while the further refinement of the annuities, consisting of two sections, one fixed and the other sub-divided again into payments in specie and payments in kind and subject to a consultative transfer committee, is under consideration from the groups emanating from them.

#### Deliveries in Kind.

The French are in favour of continuing certain deliveries in kind to complete various existing contracts, more especially in the devastated regions. They are not alone in strongly favouring a commercialisation scheme, which would take reparations out of the political field and make payments more certain.

The group studying this question of commercialisation is one of the strongest of the three sub-organisations of the Experts' Committee. In addition to Lord Recluske, Mr. Morgan, Mr. Lamont, Herr Melchior, and Mr. Moreau, all in the front rank of the banking world, this flexible group now also includes M. Francqui, Mr. Kengo Mort, and Dr. Schacht.

It seems unlikely that a full session of the Experts' Committee will be held for some days until the groups and the Five are able to make some concrete proposals.

Mr. Montagu Norman returned to London to-day. The Governor of the Bank of England strongly denied to me last night that any connexion existed between his visit and the experts, and the latter confirm his denials. Mr. Norman told me that he had been to the Bank of France.

Besides Mr. Moreau, while in Paris, Mr. Norman had a meeting with Dr. Schacht. On the American side mystery is kept up by the statement that the object of Mr. Pierpont Morgan's visit to London during the coming weekend is "to take a cup of tea there."



#### Why Give Castor Oil?

When Baby's Own Tablets, The Medicine Children Like, Will Keep Your Little One Happy and Well.

Castor oil is a terror to most children. The very thought of it fills them with dread. Once upon a time there seemed to be no alternative for this nauseating though highly useful medicine. But that time is now past; in Baby's Own Tablets will be found a perfect substitute, and one which the children like.

Absolutely pure, and equally safe for the youngest babe in arms as for older children. Baby's Own Tablets are a sure and agreeable remedy for the little one's constipation, colic and indigestion. They check diarrhoea, quickly allay the pains of teething, relieve erupt and colds, cool fevers, expel worms, promote restful sleep, good appetite and regular development. Of chemists everywhere, Baby's Own Tablets can also be had post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangs Road, Shanghai.

## MUSIC HATH CHARMS



Most lovers of music will agree that a good smoke is conducive to a keener sense of appreciation of good music.

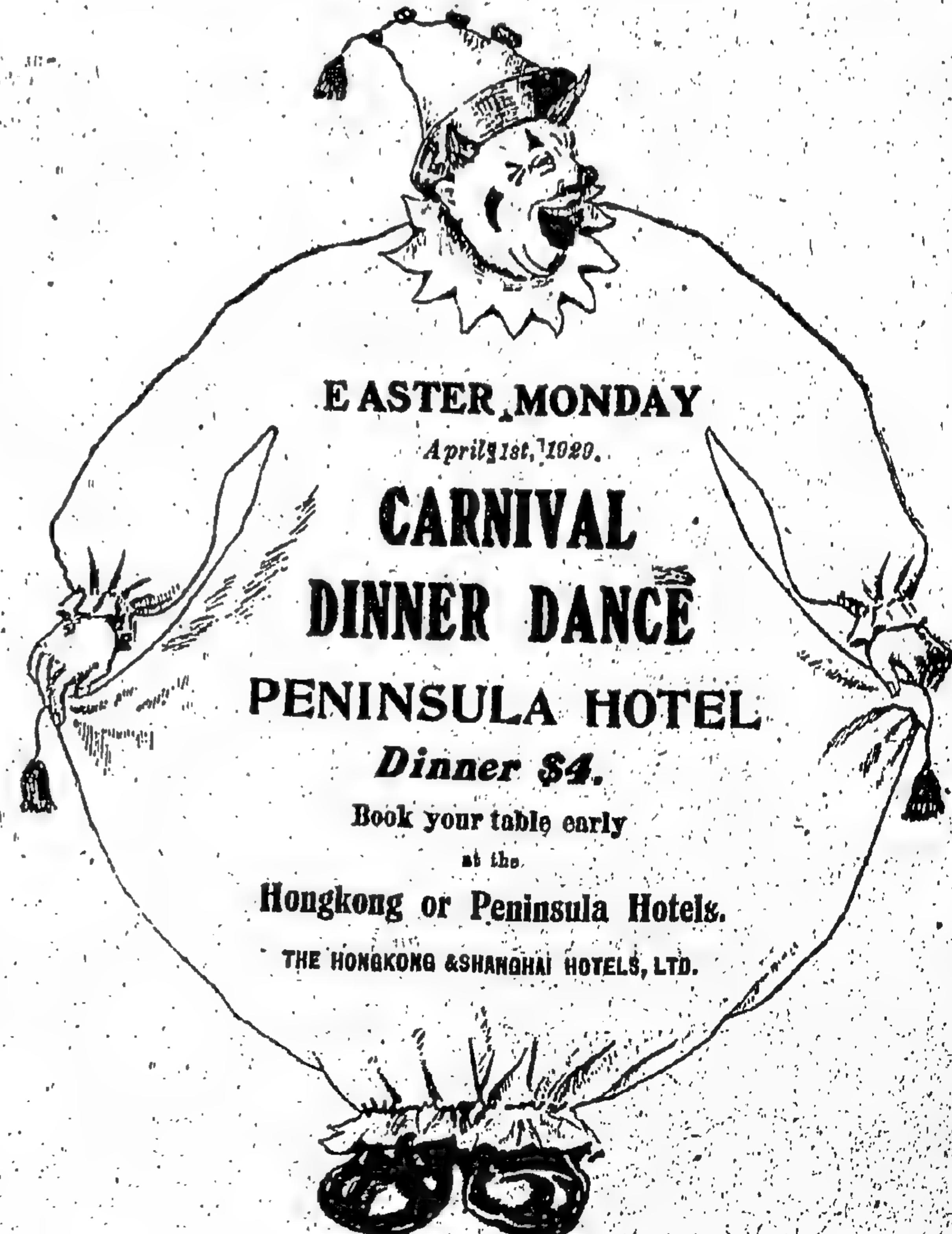
#### SMOKE

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#### EASTER MONDAY

April 1st, 1929.

## CARNIVAL DINNER DANCE PENINSULA HOTEL

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## CONSIGNEES' NOTICE.

SERVICE CONTRACTUEL DES  
MESSAGERIES MARITIMES.The Steamship,  
"CHENONCEAUX"

Arrived Hongkong on 28th March, 1929, from MARSEILLES &amp; C. Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf &amp; Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Saturday the 6th April, 1929, or they will not be recognized.

Damaged packages must be left in the Godown for examination by the consignees, and the Company's Surveyor Messrs. Goldard and Douglas at 10.00 a.m. on Wednesday the 3rd April, 1929.

No claims will be admitted after the goods have left the Godown. No fire insurance will be effected by us in any case whatever.

L. LESDOS,  
Agent.  
Hongkong, 28th March, 1929.THE BEN LINE STEAMERS,  
LIMITED.from MIDDLEBROOK, ANTWERP,  
LONDON, STRAITS and  
PHILIPPINES.

Steamship,

"BENREOCH"

Consignees of Cargo are hereby informed that all Goods are being carried at their risk into the hazardous and/or extra hazardous down of the Hongkong and Kowloon Wharf &amp; Godown Co., Ltd., whence and/or from the wharves every may be obtained.

No claims will be admitted after Goods have left the Godown. All Goods remaining undelivered for the 1st April, 1929, will be subject to rent.

All claims against the steamer to be presented to the Undersigned or before the 16th April, 1929, they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on the 2nd April, 1929.

## CONSIGNEES' NOTICE.

OCEAN STEAM SHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's Steamer,

"OANFA"

From UNITED KINGDOM via  
SINGAPORE,

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf.

The cargo will be ready for delivery from Godown on and after 26th March.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried from port to port in the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesday and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 2nd April, 1929, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 16th April, 1929, they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 26th March, 1929.

## MRS. SEKAI

## MASSAGE

6, Wyndham Street, 1st floor,  
Hongkong.

## LATE MR. HO FOOK.

DISPUTE OVER BUILDING  
HIS GRAVE.

A claim for \$587 in respect of a stone grave contract for the late Mr. Ho Fook was heard in the Summary Court on Thursday before the Justice of the Peace (Mr. Justice Wood). The plaintiff, who died in his claim, was Wu Kwok-ying, No. 25, Peel Street, and he sued the Cheung Fat Firm and So Kit-sui, the proprietor of Main Street, Little Hongkong. The plaintiff alleged that the contract was for a grave in the Ho Tung cemetery at Pokfulam and his claim was based on five per cent commission on the price of \$12,000, less a payment of \$13, leaving the amount claimed.

The plaintiff conducted his own case and Mr. Horace Lo was for the defendants.

His Lordship held that there was a far bigger Naval party than was necessary and those who were in excess stood by in readiness.

Answering the Coroner, witness said he was entirely satisfied with the way in which the Fire Brigade handled the fire. He was also satisfied with the appliances at the disposal of the Fire Brigade. He had never inspected the King Edward Hotel and stated that as an officer of the Fire Brigade he had no right of entry, but that as a Police officer he could enter. Even if he had known before the fire, he would not have had power to insist on more fire precaution. The only indirect way in which he might do so was to approach the Licensing Board and get that body to refuse a liquor licence. If an old building, where fifty or sixty Europeans might be housed, was used as a temporary hotel, the police could not touch them in the matter of fire precaution. This, in witness's opinion, was not a very satisfactory state of affairs.

Assuming the responsibility of providing proper fire appliances, etc., was with the owners, witness thought that there should be a proper authority to see that it was carried out. Witness added that he thought if legislation was passed that the same enactment would require that proper inspection took place.

Speaking of the fire, witness said that in his opinion it must have spread with great rapidity. As to the cause, witness would not like to say definitely, but he thought the fire started at the bottom of the stairs amongst the luggage and stores there. He did not think that the fire could have been caused by defective wires. He had inspected the place, accompanied by an electrical engineer of the P.W.D., and they were agreed about that point.

In answer to the Coroner, witness said he had no suspicion of arson and had received no such report from the Fire Brigade. He had considered the matter and come to the conclusion that the fire must have been accidental, caused possibly by carelessness.

The enquiry was adjourned until Wednesday at 2.15 p.m.

THE HOTEL FIRE  
INQUIRY.

(Continued from Page 2.)

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LETTER GOLF  
SOLUTION.

Here is the solution to the puzzle on another page.

CLAM, SLAM, SLIM, SLID,  
SAID, SAND, SAN, BANE,  
BAKE.

of which was his adoption of a foundling. On his 80th birthday he was presented with a cheque for £800 which he decided to use for philanthropic purposes.

He visited the East some years ago.

There was only time for a rapid leave-taking with his brothers and a handshake with the Japanese Ambassador, when the train steamed out.

The Duke of Gloucester was accompanied by the Earl of Airlie, Sir Hugh Elles and Admiral Lloyd Thomas.

The Japanese Ambassador and his staff came to bid His Royal Highness farewell.—Reuter.

## "THE DOVER ROAD."

FORTHCOMING PRODUCTION  
BY HONGKONG C.C.

The Hongkong A.D.C. is producing Milne's delightful "The Dover Road" on April 6, 8, 11, 12 and 15, at the Theatre Royal. Rehearsals have now been in full swing for over a month and a brilliant production is assured. As usual, no expense has been spared over the dressing and mounting of the play, and Mr. C. Pease Anderson, whose scenery in "On Approval" was so generally admired, is responsible for the magnificent Lounge Hall scene in which "The Dover Road" is played.

The cast is a very strong one, and the theatre-going public will be interested to see eight new members of the A.D.C. appearing for the first time in Hongkong. The A.D.C. are giving 50% of the total profits to the Miners' Fund, a charity in which H.R.H. the Prince of Wales is graciously taking a personal interest, and it is hoped that the Colony will take this opportunity of helping this very deserving cause and at the same time spending a thoroughly enjoyable evening.

Booking is now open at The Anderson Music Company, and those who want good seats are advised not to delay too long in securing them.

The curtain rises each evening at 9.15 punctually and audiences are requested to be in good time as the action of the play commences at once.

The final curtain will fall by 11.45 p.m. so there will be no need for anyone to worry about last trams or ferries.

## DUKE OF GLOUCESTER

AN INFORMAL DEPARTURE  
FROM LONDON.

London, Mar. 28. H.R.H. the Duke of Gloucester has sailed for Japan, where he will present the Emperor with the Order of the Garter.

In contrast to the reception awaiting him in ceremonious Japan, the Duke of Gloucester's departure was very informal. The platform at Victoria station was thronged not merely by the ordinary boat train farewell crowd but also a crowd of Easter holiday makers.

The Duke nearly missed the train. Whistles were blown and the flag waved and his staff had assembled on the platform. The Prince of Wales and Prince George were anxiously awaiting the Duke of whom there was no sign. Two minutes after the train was due to leave the Duke of Gloucester appeared walking unconcernedly.

There was only time for a rapid leave-taking with his brothers and a handshake with the Japanese Ambassador, when the train steamed out.

The Duke of Gloucester was accompanied by the Earl of Airlie, Sir Hugh Elles and Admiral Lloyd Thomas.

The Japanese Ambassador and his staff came to bid His Royal Highness farewell.—Reuter.

P. & O. BRITISH-INDIA, APCAR AND  
EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Charge on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. &amp; S Africa, Australasia, including New Zealand &amp; Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.

PININSULAR &amp; ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S. Tons From Hong-  
kong (about) Destination

MALWA 10,980 30th Mar. noon. Marseilles &amp; London

PADUA 5,907 4 Apr. noon. Marseilles, London, A.werp, Rotterdam &amp; Hamburg

NALDERA 16,088 13th Apr. 1 Bombay, M'sles &amp; London

MIREZAPORE 6,715 16th Apr. Straits, Colombo &amp; B'bay

KARMALA 0,128 20th Apr. Marseilles &amp; London

ALIPORE 5,273 24th Apr. Straits, Colombo &amp; B'bay

MANTUA 10,946 27th Apr. Bombay, M'sles &amp; London

NAGPORE 5,283 4th May. Marseilles, London, A.werp, Rotterdam &amp; Hamburg

KIDDERPORE 5,334 8th May. Straits &amp; Bombay

KALYAN 9,144 1st May. Marseilles, London &amp; Hull

MOREA 10,953 25th May. Bombay, M'sles &amp; London

Cargo only.

Frequent connections from Port Said for Passengers &amp; Cargo to Constantinople, Smyrna, and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

## BRITISH INDIA-APCAR SAILINGS

SANTHIA 7,754 17th Apr. S'pore, Penang &amp; Calcutta

TILAWA 10,006 31st Apr. S'pore, Penang &amp; Calcutta

TAKLIWA 7,936 3rd May. S'pore, Penang &amp; Calcutta

TAKADA 6,940 5th May. S'pore, Penang &amp; Calcutta

B.I. APCAR Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

ARAFURA 6,000 10th May. Manila, Sandakan, Thurs.

TANDA 6,656 31st May. Island, Townsville, B'hane

Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. &amp; A. S.S. Co. Ltd. steamers will also call at Shanghai, Nolito, Cebu, Kulambangan, Tawau, Timor, Darwin, or other ports en route as inducements.

Frequent connections from Australia with the following:

The Union S.S. Co. Ltd. steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. &amp; O. Royal Mail Steamers to London via Suez Canal.

The P. &amp; O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN

TILAWA 10,006 31st Mar. 6 a.m. Amoy, S'hai, Moji, Kobe &amp; Osaka

LAHORE 5,252 31st Mar. noon. S'hai, Moji, Kobe &amp; Yoko

KIDDERPORE 5,334 1st Apr. S'hai, Moji, &amp; Kobe

TAKLIWA 7,936 7th Apr. Amoy, Moji, Kobe &amp; Calcutta

CALYPORE 5,318 15th Apr. S'hai, Moji, Kobe &amp; Yoko

Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE &amp; CO., Agents.

P. &amp; O. Bldg., Connaught Rd. C., Agents.

London, Mar. 29, 1929.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

## THE HONGKONG

PENINSULA HOTEL:  
HONGKONG HOTEL: REPULSE BAY HOTEL  
PEAK HOTEL  
AND

## SHANGHAI

ASTOR HOUSE: PALACE HOTEL:  
MAJESTIC HOTEL.  
HOTELS  
LIMITED.In association with the Grand Hotel  
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## HOTEL METROPOLE

Central, Convenience, Comfort, Good Meals &amp; Moderate rates.

HOTEL BOA VISTA, MACAO

Ideal Place for week ends.



HOTEL METROPOLE

## KOWLOON HOTEL

## KOWLOON.

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Cables "KOWLOTEL."

K 608 &amp; K 609.

Hongkong.

## PALACE HOTEL.

Tel. Kowloon No. 3.

Tel Address: "PALACE".

UNDER ENTIRELY EUROPEAN MANAGEMENT.  
A first class Residential and Tourist Hotel with all the conveniences of a Home.Bar and three Billiard Tables; two in New Billiard Saloon.  
Moderate Terms; families specially catered for.MRS. J. H. OXBERRY,  
Proprietress.

Hotel newly renovated.

EUROPE HOTEL  
SINGAPORE

## Grill

## THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

## RUNNYMEDE HOTEL LTD.—PENANG

(Incorporated in the Straits Settlements.)

## LARGEST BALLROOM IN THE STRAITS.

## Overlooking the Sea.

Hot and Cold Running Water. Modern Sanitary System.

Highest Quality Catering. European Chef.

PRODUCTS DIRECT FROM LONDON MARKET.

"RUNNYMEDE," WILLIAM HAROLD PERRY—Manager

Courtesy, Comfort, Service  
and Luxuries of Modern Hotel  
ConstructionTHE HOTEL RIVIERA,  
MACAO.

Cable Address: "RIVIERA, MACAU."

## BANVARD COMPANY.

## OPENING AT STAR TO-NIGHT.

After a successful season at Shanghai, the Banvard Musical Comedy Company are due to return to the Star Theatre for a short engagement commencing to-night at 6.15 p.m.

The opening piece will be the big London and New York musical comedy success "Lido Lady" which has not yet been presented in Hongkong, and this will also fill the bill on Sunday evening. "By Request."

Plans are now open at Moutrie's and the Star Theatre where seats may be booked in advance. Prices of admission are \$4, \$3, \$2 and \$1.

Printed and Published for the Proprietors by FREDERICK PERRY  
FRANLIN, at 1 and 3, Wyndham Street, in the City of Victoria  
Hongkong.SCOUT JAMBOREE IN  
ENGLAND.PLANS FOR REPRESENTATION  
OF HONGKONG.

## ROVER SCOUT PARTY.

For the Boy Scout Coming-of-Age Jamboree, which is to be held at Birkenhead in July and August, Hongkong had hoped to send a contingent, but the cost was found to be prohibitive, and it was felt that the money could be better applied for the good of the greater number in Hongkong itself. Other means had therefore to be sought for securing representation.

On enquiry from the Rev. G. T. Waldegrave, the local Commissioner, the Telegraph is informed that Mr. C. H. Blason, Assistant Commissioner, is leaving the Colony for good next month, but he is not resigning from his Assistant Commissionership until after the Jamboree, so as to hold an authoritative position at that function.

While the 3rd Destroyer Flotilla was in these waters, some 20 naval ratings from ships in that flotilla joined or re-joined the Scout Movement by becoming Rover Scouts in the local Branch. When the Flotilla was withdrawn, these Rover Scouts decided, so far as possible, to keep up their connexion with this local branch, in which they were first formed into two patrols, and also, so far as the Service conditions permitted, with each other.

These Rovers have the permission of Imperial Headquarters to represent Hongkong—in many of them as are able to get the necessary leave. It is also likely that a few Scouts who have recently returned to England will be able to get up to Birkenhead.

Whether it will be possible to find any Chinese Scouts from Hongkong in England, at that time, remains to be seen, but, to sum up, Mr. Blason will be in command of the Hongkong party of representatives, which will in the main consist of the Rover Scouts mentioned above.

## RUSSIA &amp; AFGHANS.

CLOSING OF FRONTIER IS  
OFFICIALLY DENIED.

Moscow, Mar. 29. Reports that the Soviet has closed the frontier to Afghans are officially described as false.

It is declared that Afghans are perfectly free to enter Soviet Russia under existing long-standing regulations.

Reports of the movement of Soviet troops on the Afghan border are characterised as malicious inventions.—Reuter.

Peshawar, Mar. 29. It is strongly rumoured that Amanullah is marching on Kabul. Simultaneously, it is reported that Habibullah has ordered the confiscation of the property of the Royal Family refugees unless they return to Kabul within a month. Inter-tribal warfare has again broken out.—Reuter.

Peshawar, Mar. 29. Five Russian aeroplanes arrived at Kabul on March 21, and have now evacuated three members of the Soviet Embassy, four Russians and three Turks.

Nadir Khan and his brother are actively enlisting the support of the Mullahs at Khost in favour of Amanullah.

It is reliably reported that Habibullah has not looted Nadir Khan's houses, but on the contrary has locked and sealed them.—Reuter.

NEW U.S. SECRETARY  
OF STATE.MR. HENRY STIMSON ASSUMES  
OFFICE.

Washington, Mar. 28. Mr. Henry Stimson, former Governor-General of the Philippines, was to-day inducted to the office of Secretary of State in succession to Mr. F. B. Kellogg.

The oath was administered by the Chief Justice, Mr. W. H. Taft, under whom Mr. Stimson once served as War Secretary.—Reuter's American Service.

LATEST AVIATION  
RECORD.ENDURANCE FLIGHT LASTS  
35½ HOURS.

New York, Mar. 28. Martin Jensen, the aviator, flying from Roosevelt Field, established a new world's solo endurance flight.

He was in the air for 35 hours, 33 minutes, and 21 seconds.—Reuter's American Service.

NEW PIECE-GOODS  
COMBINE.BRITISH FIRMS CO-OPERATE  
IN MARKETING.

## FAR EAST BUSINESS.

London, Mar. 28. Encouraged by the success of the Eastern Textile Association, which has already sold half a million pieces of cloth to China against strong Japanese competition, another big co-operative scheme is afoot.

This scheme is for co-operation amongst shippers for the purpose of marketing Lancashire cotton goods abroad.

It is proposed to specialise in lines of cloth which do not compete with the existing Lancashire styles.

It will be recalled that the Eastern Textile Association was formed in November last, the Directors of the concern representing at least fifty firms. The Company deals with all aspects of the cotton trade.

Its aim is, by mass production and the centralisation of all branches of the trade in one concern, to meet the Japanese producers on level terms.—Reuter.

THE REPARATIONS  
IMPASS.GERMANY AND CREDITORS NO  
NEARER AGREEMENT.

## EXPERTS ON HOLIDAY.

Paris, Mar. 28. Little information is forthcoming regarding the progress of the work of the Committee of Experts dealing with the reparations problems, but it is learned authoritatively that the Conference is held up by the difficulty of settling the amount of Germany's liability.

The Conference is dragging on. It has been in session for over a month but the Experts are no nearer agreement on the amount which Germany must pay than they were at the beginning. Dr. Schacht, the head of the German delegation, has been in Berlin endeavouring to reach a compromise, without tangible result.

It is understood that the gap between the figure submitted by Germany as the utmost she can reasonably be expected to pay, and the demands of the creditor nations is as wide as ever.

The Conference held a plenary session to-day, but in view of the Easter holidays, and the unsatisfactory state of affairs, the Conference has been adjourned for a week.

The French Press is beginning to display considerable impatience at the delay experienced in achieving a settlement. The problem involved is concerned not only with the total amount, but also with the annual payments.—Reuter.

CONTEST FOR WORLD  
CHAMPIONSHIP.MICKEY WALKER UNABLE TO  
GIVE AWAY WEIGHT.

Chicago, Mar. 29. In a ten rounds contest for the light-heavyweight championship of the world, Tommy Loughran (holder) defeated Mickey Walker on points to-night.

Mickey Walker is the middle-weight champion of the world, but he was unable to overcome Loughran's advantage in weight.

The contest was arranged as a special opening treat of a new boxing stadium in Chicago, which has a record indoor seating capacity of 26,000.—Reuter's American Service.

## NAVAL MOVEMENTS.

H.M.S. KENT ARRIVES FROM  
SHANGHAI.

H.M.S. Kent, flying the flag of the Commander-in-Chief of the China Station, arrived in Hongkong this morning from Shanghai.

H.M.S. Bluebell has arrived at Port Swettenham from Singapore on her homeward trip, and the Foxglove has also arrived at the southern port.

H.M.S. Magnolia arrived at Weihaiwei this morning from Izu-hara.

The transport Somersashire, with the Queen's Royal Regiment aboard, arrived at Singapore on March 28 and sailed for Colombo the same day.

New York, Mar. 29. The Chemical National Bank and the United States Mortgage and Trust Company, two of the oldest New York banks, are merging.

Their combined assets will be \$400,000,000.—Reuter's American Service.

HOME FOOTBALL  
YESTERDAY.SEVERAL UNANTICIPATED  
RESULTS.

## GRIMSBY'S ADVANCE.

The grim struggle going on at the bottom of the First Division of the Football League, where five clubs are struggling to avoid relegation, formed the principal interest of matches played yesterday.

Bury suffered a severe reverse at home, losing to Manchester United. Portsmouth trounced Birmingham, and drew level with Cardiff, who lost to Liverpool.

Grimsby's steady advance towards the championship of the Second Division remained unchecked, as the result of their match with Chelsea. Grimsby now hold second place, level on points with Middlebrough, but with a game in hand.

Bristol City, Southampton, and West Bromwich Albion scored unexpected victories on foreign soil.

London clubs had a very good day in the Third Division (South) only Crystal Palace, playing at home to Queen's Park Rangers, being among the losers.

The results as cabled by Reuter are as follows:

## First Division.

Arsenal	1	Blackburn	0
Bury	1	Manch. Un.	3
Liverpool	2	Cardiff	1
Manch. City	3	Bolton W.	1
Portsmouth	3	Birmingham	1
Sunderland	2	Everton	2
West Ham	4	Burnley	0

## Second Division.

Barnsley	4	Stoke	2
Blackpool	3	Bradford	0
Clapton O.	0	Bristol C.	1
Grimsby	1	Chelsea	0
Millwall	2	Southampton	4
Notts Forest	1	West Brom A.	2
Port Vale	2	Oldham	1
Preston	2	Tottenham	2
Reading	2	Swansea	0

## Third Division (South).

Brentford	4	Norwich	0
Brighton	1	Bournemouth	0
Bristol R.	0	Newport	3
Charlton	1	Luton Town	1
Cry. Palace	1	Queen's P. R.	4
Fulham	2	Swindon	0
Gillingham	2	Southend	2
Plymouth	4	Torquay	2
Watford	3	Walsall	2

## Third Division (North).

Chesterfield	2	Rochdale	1
Doncaster	3	Darlington	1
Lincoln	3	Carlisle	0
Nelson	0	Ashington	0
New Brighton	2	Barrow	2
Southport	2	Accrington	0
St. Shields	3	Crook	2
Stockport	2	Wigan	2
Tranmere	3		

## Not played.

## POSTAL CONGRESS.

CHINESE DELEGATION IN  
HONGKONG.

By the P. and O. s.s. Malwa there arrived in the Colony yesterday the Director General of Posts of China, Mr. Liu Shu-fan, who is proceeding to London as Plenipotentiary Delegate to the Universal Postal Congress. Other members of the Delegations are as follows:

H. V. Poullain, Assistant Director General of Posts.

D. McLaren, Postal Commissioner.

T. G. Tsien, Secretary to the Ministry of Communications.

Li Wen-ho, Postal Commissioner.

Tseng I-chen, Assistant of the Director General of Posts.

Lu Kwei-hsiang, Secretary of the Delegation.

Mei Ting, Assistant of the Director General of Posts.

It will be recalled that Mr. Alfred Sze, Minister to Great Britain, has also been appointed Plenipotentiary Delegate to the Universal Postal Congress. He will